U.S. Department of Transportation
Federal Highway Administration

Finding of No Significant Impact

I-95/Scudder Falls Bridge Improvement Project
Bucks County, Pennsylvania and Mercer, County New Jersey

June 14, 2012

U.S. Department of Transportation
Federal Highway Administration

Finding of No Significant Impact

I-95/Scudder Falls Bridge Improvement Project
Bucks County, Pennsylvania and Mercer, County New Jersey

The Federal Highway Administration (FHWA) has determined that the Proposed Action will have no significant impact on the human environment.

The Proposed Action includes adding a travel lane and adequate outside and inside shoulders in each direction on I-95 with auxiliary lanes to accommodate entry and exit from adjoining interchanges on the I-95/Scudder Falls Replacement Bridge. The Proposed Action also includes improvements to the Taylorsville Road interchange in Pennsylvania and to the NJ Route 29 interchange in New Jersey; highway improvements necessary to transition to the existing six-lane section of I-95 extending approximately 1.5 miles east from NJ Route 29 to the Bear Tavern Road (County Route 579) Interchange; a pedestrian/bicycle facility, contiguous with the new I-95/Scudder Falls Bridge southbound structure across the Delaware River, connecting the Delaware Canal towpath in Pennsylvania with the Delaware and Raritan Canal towpath in New Jersey; and tolling of the I-95/Scudder Falls Replacement Bridge through all electronic cashless tolling (AECT). Specific design options incorporated into the selected alternative, as described in Chapter III of the Environmental Assessment, include:

- Standard Lane Additions – 5 lanes northbound/4 lanes southbound on the I-95/Scudder Falls Bridge
- New bridge on upstream alignment
- Pennsylvania Mainline Inside Widening
- Taylorsville Road Interchange Option 2
- NJ Route 29 Interchange Option 1c (modified)
- Pedestrian/bicycle facility
- Transportation systems management/transportation demand management measures

This Finding of No Significant Impact (FONSI) is based on the project record including:

- Environmental Assessment (October 2009) and Addendum to the Environmental Assessment (November 2011) and associated documents and studies referenced in these documents;
- Response to Comments Package for the Environmental Assessment/Draft Section 4(f) Evaluation, January 2012 (***Attachment A***);
- Response to Comments Package for the Addendum to the Environmental Assessment, February 21, 2012 (***Attachment B***);
- March 8, 2012 National Marine Fisheries Service letter regarding consultation for Atlantic Sturgeon (***Attachment C***).
- Interagency Agreement Between PennDOT, NJDOT and the DRJTBC, dated April 30, 2012 (***Attachment D***); and

These documents and supporting documentation find there is no practicable alternative to construction of the Proposed Action, and the Proposed Action includes all practicable measures to minimize harm to natural, cultural, and socioeconomic resources, which may result from the proposed project.

The Environmental Assessment and Addendum to the Environmental Assessment have been independently evaluated by the FHWA and determined to discuss adequately and accurately the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. They provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and the Addendum to the EA.

Pursuant to: 42 U.S.C. 4231-4347
36 CFR 800
49 U.S.C. 303(c)
16 U.S.C. 1531-1544
33 U.S.C. §1251 et seq. (1972)
Executive Order 11988
Executive Order 11990
Executive Order 12898

6/14/12
Date

Keith Lynch, Director of Program Development
Federal Highway Administration - Pennsylvania Division

ATTACHMENTS

A. Response to Comments Package for the Environmental Assessment/Draft Section 4(f) Evaluation, January 2012
B. Response to Comments Package for the Addendum to the Environmental Assessment, February 21, 2012
C. March 8, 2012 National Marine Fisheries Service letter regarding consultation for Atlantic Sturgeon
D. Interagency Agreement Between PennDOT, NJDOT and the DRJTBC, dated April 30, 2012

ATTACHMENT A

Response to Comments Package for the Environmental Assessment/Draft Section 4(f) Evaluation, January 2012

Delaware River Joint Toll Bridge Commission

Pennsylvania Department of Transportation

U.S. Department of Transportation Federal Highway Administration

I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT

Response to Comments Package for the Environmental Assessment/Draft Section 4(f) Evaluation

January 2012

Organization of this Document

- Summary
- Comments from Government Agencies and Officials
- Written Comments from the General Public
- Transcripts of the Public Hearing & Private Comments Session 1, January 19, 2010
- Transcripts of the Public Hearing & Private Comments Session 2, January 20, 2010
- Summary of Responses to Comments on the Environmental Assessment

Errata for the Environmental Assessment/Draft Section 4(f) Evaluation are included in the November 2011 Addendum to the Environmental Assessment

Summary

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation
Compilation of Comments Received

Summary

This document contains the comments received on the Environmental Assessment/Draft Section 4(f) Evaluation (EA/Draft 4(f), dated October 2009, and circulated for public review on December 9, 2009. This document is divided into five sections, including this "Summary," as listed in "Organization of this Document" on the previous page. Copies of the actual comments received and of the Public Hearing transcripts are included.

The Notice of Availability of the EA/Draft 4(f) and of the scheduled Public Hearing is attached and was published in the following newspapers on the dates indicated:

The Trenton Times, December 9, 2009
The Trentonian, December 9, 2009
The Bucks County Courier Times, December 9, 2009
The Bucks County Herald, December 10, 2009

The Notice of Availability and Public Hearing was also published on the project web site, www.scudderfallsbridge.com, and the EA/Draft 4(f) was also available for review and downloading on this web site.

A second notice was published in these same newspapers prior to the scheduled Public Hearing:

The Trenton Times, January 13, 2010
The Trentonian, January 11, 2010
The Bucks County Courier Times, January 11, 2010
The Bucks County Herald, January 14, 2010

On January 19 and 20, 2010, the Delaware River Joint Toll Bridge Commission (DRJTBC) held a Public Hearing, conducted in two parts: the first part on January 19 in Ewing, New Jersey; and the second part on January 20 in Langhorne, PA. Approximately 186 people signed-in at the Public Hearing on January 19, and approximately 196 people did so on January 20. On each evening an informal open house was held beginning at 5:00 p.m. during which time project information was on display and project staff were available for questions. The formal Public Hearing began at 7:00 p.m. and adjourned at 9:00 p.m. on each evening, and the proceedings were recorded by a court reporter. A second court reporter was available to individuals wishing to provide comment privately during the open house and Public Hearing.

The public comment period began upon publication of the Notice of Availability on December 9, 2009 and ended on February 4, 2010, a period of 55 calendar days. Comments were accepted via mail or delivery, at the Public Hearing, and via a dedicated e-mail address. Approximately 330 agencies, organizations, and individuals submitted comments.

I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT

NOTICE OF PUBLIC HEARING & ENVIRONMENTAL ASSESSMENT/DRAFT SECTION 4(f) EVALUATION

The Delaware River Joint Toll Bridge Commission, in cooperation with the Federal Highway Administration (FHWA), the Pennsylvania Department of Transportation (PennDOT), and the New Jersey Department of Transportation (NJ DOT), is conducting a public hearing/open house for the I-95/Scudder Falls Bridge Improvement Project in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The preferred alternative includes replacement of the I-95/Scudder Falls Bridge over the Delaware River and improvements to 4.4 miles of I-95 in PA and NJ to alleviate traffic congestion and improve operational and safety conditions.

The Environmental Assessment (EA)/Draft Section 4(f) Evaluation is available for public review at www.scudderfallsbridge.com and at the following locations until February 4, 2010:

Lower Makefield-Township Municipal Building 1100 Edgewood Road Yardley, PA 19067 Twp. Manager's Office P: (215) 493-3646	**Ewing Township Municipal Offices Dept. of the Municipal Clerk** 2 Jake Garzio Drive Ewing, NJ 08628 Steve Elliot P: (609) 883-2900 x7609	**Bucks County Free Library--Yardley-Makefield Branch** 1080 Edgewood Road Lower Makefield Township, PA 19067 P: (215) 493-9020	**Mercer County Library – Ewing Branch** 61 Scotch Road Ewing, NJ 08628 P: (609) 882-3148
	Delaware River Joint Toll Bridge Commission 110 Wood & Grove Streets, Morrisville, PA 19067 Kevin Skeels P: (267) 790-1048	**PennDOT District 6-0** 7000 Geerdes Boulevard King of Prussia, PA 19406 Mary Raulerson, P: (610) 205-6873	

Written comments on the EA/Draft Section 4(f) Evaluation should be submitted to Kevin Skeels at the Delaware River Joint Toll Bridge Commission above or via email to scudderfallsbridgeEAcomments@hntb.com by February 4, 2010. Written and oral comments may also be submitted at the public hearing.

PUBLIC HEARING/OPEN HOUSE:

Location: Villa Victoria Academy, 376 West Upper Ferry Road, Ewing, NJ | Date: Tues., January 19, 2010, Open House-5:00 p.m. Public Hearing-7:00 p.m.

Location: Sheraton Bucks County Hotel, 400 Oxford Valley Road, Langhorne, PA | Date: Wed., January 20, 2010, Open House-5:00 p.m. | Public Hearing-7:00 p.m.

On each evening an informal open house will begin at 5:00 pm during which project information will be on display and project staff will be available. The formal public hearing will begin at 7:00 pm on each evening. The meeting locations are compliant with the Americans with Disabilities Act (ADA). If you require special assistance to attend and/or participate in this meeting or need additional information please contact Mary Raulerson at (610) 205-6873. In addition, if you or another individual with whom you are familiar does not speak English as their primary language and who has limited ability to read, write, speak or understand English desires to participate in this meeting or needs additional information, contact Mary Raulerson at (610) 205-6873. Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color, national origin, gender, age, or disability. If you feel that you have been denied the benefits of, or participation in a PennDOT program or activity, you may contact the PennDOT Bureau of Equal Opportunity, DBE/Title VI Division at (717) 787-5891 or (800) 468-4201.

Comments from Government Agencies and Officials

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DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Habitat Conservation Division
James J. Howard Marine
Sciences Laboratory
74 Magruder Road
Highlands, NJ 07732

January 29, 2010

Kevin M. Skeels, P.E.
Senior Program Manager
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

Re: I-95/Scudders Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation, Volumes 1, 2 & 3

Dear Mr. Skeels:

NOAA's National Marine Fisheries Service, Northeast Region, Habitat Conservation Division (NMFS) has reviewed the Environmental Assessment/Draft Section 4 (f) Evaluation (EA) for the I-95/ Scudders Falls Bridge Improvement Project dated December 4, 2009. The Delaware River Joint Toll Bridge Commission (DRJTBC) proposes improvements to the I-95/ Scudders Falls Bridge over the Delaware River and 4.4 miles of the adjoining I-95 mainline highway extending from the Bear Tavern Road (County Route 579) Interchange in New Jersey to the PA Route 332 (Newtown-Yardley Road) Interchange in Pennsylvania (defined henceforth as the Project Area).

On several prior occasions throughout the development of the I-95/Scudders Falls Bridge Improvement Project, the NMFS' Habitat Conservation and Protected Resources Divisions have coordinated with the DRJTBC and advised its technical consultants on essential fish habitat, federally protected species and other NOAA trust resources that are known to occur in the project area and could be impacted by the proposed project. The EA appears to have incorporated much of the guidance we have provided and has addressed many of our expressed concerns. Moreover, the individual, cumulative, direct and indirect impacts that would be derived from the bridge improvement project have been summarized and addressed adequately.

We note that the initially proposed bridge construction technique of using an earthen causeway has been replaced with that of a more temporary and less invasive option, a trestle causeway. The selection of this preferred alternative will help to maintain river flow in the Delaware River while allowing unimpeded passage for both resident and migratory fish species, and reduce fish mortality.

The Delaware River provides a migratory pathway and spawning, nursery, and forage habitat for a number of anadromous and catadromous fishes including American shad (*Alosa sapidissima*), alewife (*Alosa pseudoharengus*), blueback herring (*Alosa aestivalis*), American eel (*Anguilla rostrata*), and striped bass (*Morone saxatilis*). The federally endangered shortnose sturgeon (*Acipenser brevirostrum*) and the federal candidate species Atlantic sturgeon (*Acipenser oxyrynchus*) also occur in the river.

Because landing statistics and the number of fish observed on annual spawning runs indicate a drastic decline in alewife and blueback herring populations throughout much of their range since the mid-1960's, they have been designated as species of concern by NMFS in a Federal Register Notice dated October 17, 2006 (71 FRN 61022). "Species of concern" are those species about which NMFS has some concerns regarding status and threats, but for which insufficient information is available to indicate a need to list the species under the Endangered Species Act.

The Delaware River in the project area has not been designated as essential fish habitat (EFH) under the Magnuson-Stevens Fishery Conservation and Management Act. As a result, EFH consultation by the lead federal action agency will not be required. However, EFH for bluefish (*Pomatomus saltatrix)* has been designated within the mixing zone of the Delaware Estuary. The EFH final rule published in the Federal Register on January 17, 2002 defines an adverse effect as, "any impacts which reduce the quality and/or quantity of EFH." The rule further states that:

> "an adverse affect may include direct or indirect physical, chemical or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat and other ecosystems components, if such modifications reduce the quality and/or quantity of EFH. Adverse effects to EFH may result from action occurring within EFH or outside EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions".

Consequently, impacts to any food source of a federally managed species are an impact to EFH for that species. Buckel and Conover (1997) in Fahey et al. (1999) report that diet items of juvenile bluefish include *Alosa* species alewife and American shad. As a result, activities that adversely affect the spawning success and the quality for the nursery habitat of these anadromous fish will adversely affect the EFH for juvenile bluefish by reducing the availability of prey items.

A. In the Delaware River, adult shortnose sturgeon which over-winter in dense sedentary aggregations in the upper tidal reaches of the river are known to occur in the lower bay upstream to at least Lambertville, New Jersey. Most spawning, which typically lasts from late-March into mid-May, occurs in the vicinity of Scudders Falls, which features rapid, moderately turbulent flow, and abundant cobble/boulder substrates. Adult shortnose sturgeons typically remain in the spawning area for a relatively short period of time and usually leave the Scudders Falls area to return to the tidal portion of the river after spawning.

It should, however, be anticipated that shortnose sturgeon eggs and larvae may be present in the project area for as long as 28-days after spawning (from late-April through mid-June). During the late summer months, they are more dispersed and are thought to be more widely distributed throughout the river and estuary than in the winter months. Migration of this duration would result in the movement of larvae spawned at Scudders Falls into the tidal river. Depending on the nature of any in-water work required for bridge replacement and other associated activities, this action could affect shortnose sturgeon.

Avoiding in-water work during the March 15 – June 30 period when spawning shortnose sturgeon, eggs and larvae are likely present will minimize impacts to this endangered species. We note that the Federal Highway Authority has initiated formal consultation with NMFS's Protected Resources Division pursuant to Section 7 of the Endangered Species Act. A Biological Assessment (BA) considering potential impacts to both species was prepared and submitted for agency review. A Biological Opinion based on information provided in the BA, is currently being formulated and release of the document is pending. For questions or specifics regarding the Section 7 coordination and/or consultation process or protected resources in general, please contact Julie Crocker of the Protected Resources Division at (978) 282-8480.

Based upon the information stated above, we recommend extending the moratorium on construction activities, or modifying aspects of the planned approach in the project area to July 15 so as to protect river herring (alewife and blueback herring) which are important as prey for predatory fish such as bluefish. In addition, as alternatives are developed, both the DRJTBC and Federal Highway Authority should consider the implementation of best management practices (i.e., turbidity barriers or siltation curtains), beyond those already proposed, in order to offset any potential negative effects on the downstream water and habitat quality in the Delaware River. Supplementary compensatory mitigation measures to restore those disturbed and degraded areas currently supporting anadromous and catadromous fish may be required.

Thank you again for the opportunity to comment on the I-95/Scudders Falls Bridge Improvement Project Environmental Assessment/ Draft Section 4(f) Evaluation, Volumes 1, 2 & 3. If you have any questions regarding the subject matter contained within this letter or need additional details please contact Brian May at (732) 872-3116.

Sincerely,

Stanley W. Gorski
Field Offices Supervisor

cf: J. Crocker – PDR
K. Dougherty – ACOE Phila.
J. Schmid, PFBC

Literature Cited

Buckel, J.A. and D.O. Conover. 1997. Movements, feeding periods, and daily ration of piscivorous young-of-the-year bluefish, *Pomatomus saltatrix*, in the Hudson River estuary. *Fish. Bull.* (U.S.) 95(4):665-679.

Fahey, M.P., P.L. Berrien, D.L. Johnson and W.W. Morse. 1999. Essential Fish Habitat Source Document: Bluefish, *Pomatomus saltatrix* life history and habitat characteristics. U.S. Dep. Commer., NOAA Technical Memorandum NMFS-NE-144.

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225

Kathleen Legere

From:	Rudnick.Barbara@epamail.epa.gov
Sent:	Thursday, February 04, 2010 4:53 PM
To:	Scudder Falls Bridge
Cc:	Harewood.Charles@epamail.epa.gov; Okorn.Barbara@epamail.epa.gov
Subject:	EPA Scudder Falls Bridge EA comments
Attachments:	scudder falls october 2009 ea 02-10.PDF

Please find the attached comments for the referenced EA. Hard copy will be sent to Mr. Kevin Skeels.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

Barbara Rudnick
NEPA Team Leader
US EPA Region III (3EA30)
1650 Arch Street, Phila, PA 19103
(215) 814-3322/ Fax: (215) 814-2783

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

February 4, 2010

Mr. Kevin M. Skeels, P. E.,
Senior Program Manager
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

RE: Environmental Assessment/ Draft Section 4 (f) Evaluation for the Scudder Falls Bridge Improvement Project, Lower Makefield Township, Pennsylvania and Ewing Township, New Jersey, October 2009

Dear Mr. Skeels,

In accordance with the National Environmental Policy Act (NEPA) of 1969 and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed the above referenced Environmental Assessment (EA) for the Scudder Falls Bridge project and offers the following comments (with attachment) for your consideration.

The purpose of the project is to alleviate recurring current and future traffic congestion and upgrade safety and traffic operational conditions on the I-95/ Scudder Falls Bridge and adjoining highway segments in Pennsylvania and New Jersey. The project area extends 4.4 miles between PA Route 332 Interchange in Pennsylvania and the Bear Tavern Road Interchange in New Jersey.

The proposed action incorporates the following project elements:

- Standard lane addtions-5 lanes northbound/ 4 lanes southbound on the bridge
- New bridge on upstream alignment
- PA mainline inside widening
- Taylorsville Road Interchange improvements
- NJ Route 29 interchange improvements
- Pedestrian/bicycle facility- decision made during final design
- Transportation system management/ transportation demand management

The project has the potential to impact the shortnose sturgeon (Federally Endangered), Atlantic sturgeon (Federal Candidate), peregrine falcon (PA-Endangered, NJ-Endangered), red-bellied turtle (PA-Threatened), yellow lampmussel (Federal Species of Concern, NJ-Threatened, PA-Rare), tidewater mucket (NJ-Threatened), triangular floater (NJ-Threatened).

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Customer Service Hotline: 1-800-438-2474

The project will impact 3.1 acres of public land and 3.8 acres of private land. One residence in Pennsylvania will be displaced. Permanent impacts to 8 acres of forest will occur. The project will impact 0.4 acres of Delaware and Raritan Canal State Park. There will be a permanent loss of 0.3 acre of Delaware River bottom and 0.04 acre along 3 streams. There will be increased shading of 2.8 acres for river and 0.7 acres for the canals. The cofferdams and causeways will temporarily impact 0.33 acres of river bottom. There will be 0.88 acres of wetland permanently impacted and 0.10 acres of temporary impacts. The project will cause a loss of 0.03% of spawning habitat for shortnose sturgeon. Additional impacts will result from the pedestrian/bicycle facility if built.

EPA supports the early coordination offered to the agency prior to submission of this revised document. EPA acknowledges and appreciates the changes made in response to recommendations from the coordination, particularly with respect to bridge construction. We encourage the project team to continue to avoid and minimize impacts caused by the project. A. The project team should also coordinate with state and federal agencies to develop an acceptable mitigation plan for impacts to natural resources.

Thank you for the opportunity to offer these comments. If you have any questions, please contact Ms. Barbara Okorn at (215) 814-3330.

Sincerely,

Barbara Rudnick
NEPA Team Leader

Attachment

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Other Issues

B • The EA states that 8 acres of woodland will be permanently impacted. We suggest that the EA should discuss mitigation for all tree removal at all sites. Flora serves as a carbon sink and tree removal diminishes the carbon storing capacity thus exacerbating the level of carbon dioxide in the atmosphere.

C • All bridge and roadway runoff should go to storm water management facilities that are located in upland locations.

D • The disposal of the existing bridge material should be discussed along with any associated hazardous waste issues. This would include asbestos. Page 182 mentions lead but not asbestos.

E • The cumulative impact section should address cumulative impacts to environmental resources.

F • The EA should state how the contractor will implement measures to minimize adverse air quality impacts stemming from potential mobile source air toxics and equipment exhaust emissions during construction. Potential mitigation strategies to reduce particulate matter (PM) and NOx include reducing construction equipment activity and shift times. Other mitigation measures such as use of ultra-low sulfur fuel in equipment, deployment of clean diesel equipment through engine retrofits, rebuilds, or repowering may be employed. EPA would like to see such a discussion on mitigating the impacts that construction equipment will have on air quality.

G • Given the long construction timeframe DRJTBC should utilize all feasible construction and operational mitigation measures to minimize community exposures. Additional measures which should be considered include utilization of non-road diesel engines that conform to EPA's stringent Tier 3 or Tier 4 emission standards (as applicable) or non-emission solar generators, an idling minimization policy, and either electrification of the project site or staging of diesel generators to avoid adverse impacts to the surrounding community. DRJTBC can enforce these measures through the use of clean diesel specifications in the project's construction contracts. We suggest that DRJTBC develop a complete set of committed measures to be included in the EA.

H • We suggest that the project team implement green practices and techniques during the design and operation of the project. For example, air emissions during construction will include particulate matter (PM2.5 and PM10). To reduce the potential health and environmental impacts of these pollutants in the project area and to improve the conditions for the workers, the installation of diesel particulate filters (DPF) on construction equipment should be considered. DPFs can reduce diesel particulate emissions by 90 percent for stationary and non-stationary diesel equipment. To learn

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more about this technology and its application, you may reference DPFs at http://www.epa.gov/oms/retrofit/nonroad-list.htm or contact us directly. Enclosed are some additional greening recommendations that may be applicable to this project.

I • The EA should provide a description of the maintenance program that will be implemented to ensure the proper operation of the storm water system. During the construction phase, the water quality impacts of the project should mitigate through the implementation of soil erosion and sedimentation control plan which includes silt fences, hay bales, seeding, topsoil stabilization matting and turbidity barriers.

J • We suggest that the project team consider the use of recycled industrial materials which can reduce the overall environmental footprint of the project. The environmental benefits include reduced greenhouse gas emissions, reduced land disposal requirements, and reduced utilization of virgin resources. Information on recycled materials can be found at www.epa.gov/osw/conserve/rrr/imr/indust.htm.

K • We recommend that future documents use double sided printing.

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HPO-A2010-169
04-0137-13, 14

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

JON S. CORZINE
Governor

NATURAL & HISTORIC RESOURCES, HISTORIC PRESERVATION OFFICE
PO Box 404, Trenton, NJ 08625
TEL: (609) 984-0176 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

MARK N. MAURIELLO
Acting Commissioner

2010 JAN 19 AM 10:18
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
HQ-HEADQUARTERS

MEMORANDUM

TO: Joseph Corleto
Office of Permit Coordination and Environmental Review

FROM: Daniel D. Saunders, Deputy State Historic Preservation Officer
Historic Preservation Office

DATE: January 11, 2010

RE: Mercer County, Ewing Township
I-95/Scudder Falls Bridge Improvement Project

Thank you for submitting the above-mentioned project to the Historic Preservation Office (HPO) for review and comment. The HPO has been in Section 106 consultation for this project.

A. We would like to remind the Delaware River Joint Toll Bridge Commission (DVJTBC) that the draft Memorandum of Agreement (MOA) must be executed before the finalization of the 4(f) document.

If you have any questions regarding this letter, please contact Michelle Hughes at (609) 984-6018. Thank you.

CC: Kevin Skeels, DRJTBC
Ernest Hahn, D & R Canal Commission

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Kathleen Legere

From: Joseph Corleto [Joseph.Corleto@dep.state.nj.us]
Sent: Thursday, February 04, 2010 3:48 PM
To: Scudder Falls Bridge
Subject: Re: AutoReply
Attachments: falls.pdf; Terms and Conditions to FHWA and ACOE 110209.doc

Attached is a signed copy of the NJDEP EA comment letter and terms and conditions for the T/E section

>>> Scudder Falls Bridge <scudderfallsbridgeEA@HNTB.com> 2/4/2010 3:31
>>> PM >>>
Thank you for your comments on the project. The Federal Highway Administration will consider all public comments and the information in the Environmental Assessment to reach their decision on the project's environmental documents. A Public Hearing/Open House will be held over two days on Tuesday, January 19, 2010 at Villa Victoria Academy, 376 West Upper Ferry Road, Ewing, NJ 08628 and on Wednesday January 20, 2010 at the Sheraton Bucks County Hotel, 400 Oxford Valley Road, Langhorne, PA 19047. On each evening, the Open House will begin at 5:00 pm and the Public Hearing will begin at 7:00 pm.
Please visit www.scudderfallsbridge.com<http://www.scudderfallsbridge.com/> for additional information on these events.

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State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
ENVIRONMENTAL REGULATION
Office of Permit Coordination and Environmental Review
401 East State Street
P.O. Box 418
Trenton, New Jersey 08625-0418
Phone: (609) 292-3600 Fax: (609) 777-1330

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Acting Commissioner

February 4, 2010

Kevin M. Skeels, P.E., Senior Program Manger
Delaware River Joint Toll Bridge Commission
100 Wood & Grove Streets
Morrisville, PA 19067

RE: I-95 Scudder Falls Bridge Improvement Project
Environmental Assessment (EA)
Ewing Township, Mercer County

Dear Mr. Skeels:

The Office of Permit Coordination and Environmental Review of the New Jersey Department of Environmental Protection (NJDEP) has completed its review of the Environmental Assessment (EA) for the proposed I-95 Scudder Falls Bridge Improvement Project in Ewing Township, Mercer County. We offer the following comments for your consideration.

Division of Land Use Regulation (DLUR)

The Division of Land Use Regulation has completed it's review of the EA for the proposed I-95 Scudder Falls Bridge Improvement Project and offers following comments.

Flood Hazard Area Control Act Rules (N.J.A.C. 7:13)

A. The proposed project will require approval under the Flood Hazard Area Control Act (FHACA) rules, which were last revised in 2007. The Environmental Assessment is incomplete with respect to any discussion that dealt with these rules. Therefore, the Division of Land Use Regulation can not assess compliance with these Rules.

B. The proposed project will be required to satisfy the standards for fill in the flood fringe, floodway, and disturbances to riparian zones as set forth in subchapter 10 of the Flood Hazard Area Control Act Rules.

Stormwater Management Rules ((N.J.A.C. 7:8)

C. Similarly, the Environmental Assessment did not address the Stormwater Management Rules at N.J.A.C. 7:8. Therefore, compliance with those Rules could not be determined. An application for a

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Flood Hazard Permit will be required to demonstrate compliance with the Stormwater Management Rules.

Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A)

The New Jersey portion of the project was issued a Letter of Interpretation - Line Verification (LOI) on December 12, 2005, verifying the extent of freshwater wetlands in the project area, and identifying the resource value classification of the wetlands. Intermediate and ordinary resource value wetlands were identified within the project area. The LOI is valid until December 12, 2010. It is recommended that the applicant apply for an LOI Extension, which would extend the expiration date of the LOI to December 12, 2015.

D.

The applicant is proposing the permanent disturbance of 0.64 acres of freshwater wetlands and the temporary disturbance of 0.09 acres of freshwater wetlands. Temporary impacts to wetlands transition areas are also proposed, but are not quantified in the EA. These impacts must be quantified as part of an application to NJDEP. The applicant is advised to apply for a Freshwater Wetlands Individual Permit and address all relevant items under N.J.A.C. 7:7A - SUBCHAPTER 7 INDIVIDUAL FRESHWATER WETLANDS AND OPEN WATER FILL PERMITS. Please be advised that issuance of this permit is predicated upon the applicant presenting alternatives that would result in fewer impacts to wetlands, and further demonstrating that the selected alternative has minimized impacts to wetlands to the greatest extent possible.

E.

In addition, mitigation must be provided for wetlands impacts per N.J.A.C. 7:7A-15.8. Please be advised that the freshwater wetland rules require 2:1 mitigation for creation or restoration for forested, scrub-shrub, and emergent wetlands, which differs from what is proposed on p. 144 of the EA. If wetlands enhancement is proposed, the Department shall evaluate the wetlands values and functions lost as a result of the disturbance and determine on a case-by-case basis the amount of enhancement required to ensure that the mitigation area results in wetlands of equal functions and values to those lost.

F.

Division of Fish and Wildlife (DFW)

This serves to inform you of the Division of Fish and Wildlife's (DFW) comments and concerns about the EA for the I-95/ Scudders Falls Bridge Improvement Project on the Delaware River.

The DFW feels that the trestle causeway design along with the mitigation measures found in section, **M. Threatened and Endangered Species** - 3. Mitigation, should minimize / prevent disruption of Shortnose Sturgeon spawning activities and the anadromous species spawning run. The DFW also feels that the *"Reasonable and Prudent Measures"* and *"Terms and Conditions"* provided by NMFS, and attached, should be integrated more fully into this mitigation section.

G

Fisheries

DFW concurs with the timing restrictions imposed on the Delaware –Raritan Canal.

Endangered and Non-game Species Program (ENSP)

Fish and Wildlife's ENSP is still concerned with mussel species (triangle floater, yellow lampmussel and tidewater mucket), although the trestle causeway should reduce impacts to these species.

H.

Endangered and Non-game Species Program (ENSP)

H. Fish and Wildlife's ENSP is still concerned with mussel species (triangle floater, yellow lampmussel and tidewater mucket), although the trestle causeway should reduce impacts to these species.

The EA mentions mussel mitigation options, such as preconstruction surveys, relocation to an upstream reach, collection of additional species survey data, or habitat enhancements, but it does not discuss them. ENSP would like to see greater detail and discussion of these options in order to comment and provide assistance.

Division of Parks and Forestry (DP&F)

I. The Division of Parks and Forestry did not see a compensation plan in the EA to address the diversion of State Park land due to the increase in the size of the replacement bridge. Additionally a right of entry permit will be required from the Division for temporary access during construction.

Historic Preservation Office (HPO)

Duplicate of comment 6-3A

The HPO has been in the Section 106 process for this project. HPO would like to remind the Delaware River Joint Toll Bridge Commission (DRJTBC) that the draft Memorandum of Agreement (MOA) must be executed before the finalization of the 4 (F) document.

Natural Lands Management (NLM)

J. The Natural Lands Management program has reviewed the EA and found no mention of rare or endangered plants surveys being completed. The section of the EA addressing on Threatened and Endangered species only focused on rare and endangered animals, fish, and clams.

Thank you for providing the NJDEP the opportunity to comment on the Scudder Falls Bridge Improvement EA.

Sincerely,

Joseph D. Corleto
Principal Environmental Specialist
Office of Permit Coordination
and Environmental Review

C: Kelly Davis, NJDEP
Michele Hughes, NJDEP
Bob Cartica, NJDEP
Nick DeMicco, NJDEP
Charlie Welch, NJDEP

Attachment : Reasonable and Prudent Measures & Terms and Conditions

Reasonable and Prudent Measures

NMFS believes the following reasonable and prudent measures are necessary and appropriate to minimize and monitor incidental take of the Delaware River population of shortnose sturgeon:

1. The FHWA will monitor water temperature data to ensure that the no in-water work occur outside of cofferdams beginning when mean daily water temperature is 8°C and ending 26 days after mean daily water temperature reaches 18°C. Based on historic water temperature data, this time period is expected to encompass approximately March 26 – June 11.
2. The FHWA will work with the contractor to develop and implement a debris management plan during all phases of construction.
3. The FHWA will undertake pre-construction surveys in the area where cofferdams and piles will be installed.
4. The FHWA will, to the extent feasible, restore habitat in the action area to pre-construction conditions once the construction is complete.
5. The FHWA will monitor shortnose sturgeon migrations to and from the action area.
6. The FHWA will monitor water quality during the time of year when shortnose sturgeon are likely to be present in the action area.
7. The FHWA will monitor the cofferdams during the time of year when shortnose sturgeon are likely to be present in the action area to detect any overtopping.
8. The FHWA will report any sightings or interactions with shortnose sturgeon to NMFS in a prompt manner.

Terms and Conditions

In order to be exempt from prohibitions of section 9 of the ESA, FHWA and ACOE, as well as the applicant, must comply with the following terms and conditions, which implement the reasonable and prudent measures described above and outline required reporting/monitoring requirements. These terms and conditions are non-discretionary.

1. To implement RPM #1, the FHWA will field test the USGS gage at Trenton to ensure that temperature recordings at this gage are an accurate measure of water temperature at the project site. If the USGS gage is not a reliable indicator of water temperature at the project site, FHWA will install a water temperature gage at the project site.
2. To implement RPM #1, the FHWA will monitor water temperature data throughout the spring and early summer. This data will be used to compare against historic data and ensure that the March 15 – June 30 work moratorium encompasses the time of year when shortnose sturgeon are likely to be present in the action area.
3. To implement RPM #2, the FHWA will implement a debris management plan which will implement best management practices to minimize the potential for trash and construction debris to enter the waterway and to ensure the prompt removal of any trash or construction debris from the action area.

4. To implement RPM #3, at least 30 days prior to construction of each cofferdam and installation of piles, the FHWA will conduct a site survey to document water depth, water velocity and substrate type in the area where the cofferdam will be constructed and the piles will be installed. This information must be compiled in a report and submitted to NMFS. This report must also contain a description of the actual size and location of each cofferdam as it is constructed and the date of construction as well as the actual number and location of each pile as installed and the date of installation. This report should be submitted to NMFS within 60 days of the completion of each construction season.
5. To implement RPM #4, following the removal of each cofferdam and piles and prior to March 15 of the following year, the FHWA must replace any cobble or rocks removed from the area and restore habitat conditions to the pre-construction state. A report on habitat restoration must be submitted to NMFS within 90 days of completion (see Term and Condition #6).
6. To implement RPM #4, a survey must be conducted 90 days after habitat restoration activities to survey the site and document any differences in the project site following restoration activities. A report must be provided to NMFS documenting the habitat restoration efforts and any changes in habitat (water depth, substrate type) persisting after habitat restoration efforts have been completed.
7. To implement RPM #5, the FHWA will monitor water temperature data each spring to document the likely dates of shortnose sturgeon spawning. The FHWA will ensure that at least 28 days have passed since the mean daily water temperature reached 18°C before in-water work begins.
8. To implement RPM #5, the FHWA will obtain information from researchers on the Delaware River on the use of the action area by shortnose sturgeon as documented through the acoustic receiver placed at the project site. This information will be provided to NMFS by November 1 of the year in which it was collected.
9. To implement RPM #6, the FHWA will monitor the following water quality parameters during the March 15 – June 15 time frame if work is ongoing within any cofferdams or along the river bed: temperature, total suspended solids, turbidity. A water quality report will be submitted to NMFS within 90 days of the close of this time period.
9. To implement RPM #7, the FHWA will work with the contractor to monitor cofferdams during the March 15 – June 30 time frame during any high flow event. Any overtopping of the cofferdams must be reported to NMFS within 24 hours.
10. To implement RPM #8, the FHWA must contact NMFS within 24 hours of any interactions with shortnose sturgeon at the project site. Until alerted otherwise, the FHWA should contact Julie Crocker: by email (julie.crocker@noaa.gov) or phone (978) 282-8480 or the Section 7 Coordinator by phone (978)281-9328 or fax (978-281-9394).
11. To implement RPM #8, if a shortnose sturgeon is observed at the project site, the observation must be documented on the form included as Appendix B and submitted to NMFS within 48 hours.

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State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08625-0600

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

JAMES S. SIMPSON
Acting Commissioner

February 3, 2010

Mr. Kevin Skeels, P.E.
Senior Program Manager
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

Re: I-95 Scudder Falls Bridge – Environmental Assessment/Draft Sec. 4(f) Evaluation

Dear Mr. Skeels:

The New Jersey Department of Transportation has reviewed the subject documents and offers the following comments:

A 1) Accommodations for bicyclists and pedestrians are recommended by this Department. The Department currently adopted and implemented a Complete Streets Policy which is designed to ensure that all of our roadways accommodate bicyclists, pedestrians, transit and other users. It is essential to provide for a safe connection for the Delaware and Raritan Canal so that users can have access to both sides of the Delaware River.

B 2) If possible, the noise barriers should not be continuous across the bridge, adversely affecting both the view from the bridge, as well as the view of the bridge itself.

Very Truly Yours,
(original signed)

Thomas B. Carbone
Project Manager
Division of Project Development

G6

46 G6

Kathleen Legere

From: STEPHEN DOUGHERTY [SDOUGHERTY@sjta.com]
Sent: Tuesday, January 19, 2010 1:51 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge Comment

To Whom it May Concern:

The South Jersey Transportation Authority supports the DRJTBC's plan to implement All Electronic Tolling (AET) or "cashless tolling" on the Scudder Falls Replacement Bridge project. AET provides for, improved safety, lowered emissions, and mitigates congestion associated with conventional toll plazas. AET also supports variable tolls including both index based pricing, and variable pricing within a managed lane environment.

A,

As the SJTA embarks on its own All Electronic Tolling (AET) program, we support DRJTBC's efforts toward implementing AET, and look forward to coordinating with them toward statewide efficiencies that can be achieved with this state of the art toll collection system.

Sincerely,
Bart Mueller, Executive Director
South Jersey Transportation Authority

c/o

Stephen F. Dougherty
Chief of Staff
South Jersey Transportation Authority
609-965-6060 office
609-432-3294 cell

NOTICE: This communication, including attachments, may contain information that is consultative and deliberative, confidential, protected by privileges recognized at law, and exempt from disclosure under applicable law, including, but not limited to N.J.S.A. 47:1A-1 et seq. If the reader or recipient of this communication is not the intended recipient, an employee or agent of the intended recipient who is responsible for delivering it to the intended recipient, or you believe that you have received this communication in error, please notify the sender immediately by return e-mail and promptly delete this e-mail, including attachments, without reading or saving them in any manner. The unauthorized use, dissemination, distribution, or reproduction of this e-mail, including attachments, is prohibited and may be unlawful. Receipt by anyone other than the intended recipient(s) is not a waiver of any applicable privilege or right to assert that the document or attachment is not a public record within the meaning of the Open Public Records Act.

G7

Rapid Transit G7

207

Kathleen Legere

From: TClark@njtransit.com
Sent: Thursday, February 04, 2010 3:13 PM
To: Scudder Falls Bridge
Cc: RTRoberts@njtransit.com; TMarchwinski@njtransit.com; TSchulze@njtransit.com
Subject: Letter of Support
Attachments: Scudder Fall Bridge Support Letter 2-4-10.doc

Please accept letter of support for the Sudder Falls Bridge Improvement project from NJ TRANSIT, attached. Hard Copy will follow.

G7 G7

NJ TRANSIT
One Penn Plaza East
Newark, New Jersey 07105-2246
973-491-7000

February 4, 2010

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

Dear Mr. Skeels:

The NJ TRANSIT Corporation, known as NJ TRANSIT, was created by the State Legislature in 1979, and was charged with the responsibility of overseeing most bus and rail service in the state. In 2004, NJ TRANSIT completed an Alternative Analysis Study for Bus Rapid Transit service to help alleviate traffic congestion on the Route 1 corridor, which impacts the counties of Mercer, Middlesex and Somerset, and which include the
A. core corridor communities of Plainsboro Township, West Windsor Township, Lawrence Township, Princeton Township, Princeton Borough, and South Brunswick.

Bus Rapid TRANSIT is the most cost effective way to expand public transit in the growing suburban areas of Middlesex, Somerset, and Mercer Counties, in New Jersey, and Bucks County, in Pennsylvania.

The proposed inside shoulders designed for future Route 1 Bus Rapid Transit Service on the Scudder Falls Bridge Improvement Project will help support future BRT service between New Jersey and Pennsylvania, which will help reduce traffic congestion for the region, and help improve air quality.

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Therefore, NJ TRANSIT, supports the Scudder Falls Bridge Improvement Project, and looks forward to working with the Delaware River Joint Toll Bridge Commission in helping to move this much needed public transportation improvement for the region.

Yours truly,

Thomas Clark
Regional Manager
Government & Community Relations
NJ TRANSIT

G7

Bcc: R. Roberts
T. Schulze
T. Marchwinski

G8 G8

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

224 IRVIS OFFICE BUILDING
PO BOX 202031
HARRISBURG PA 17120-2031
PHONE: (717) 787-5475
FAX: (717) 787-6929

277 NORTH SYCAMORE STREET
NEWTOWN PA 18940
PHONE: (215) 968-3975
FAX: (215) 968-4674

E-MAIL: repsantarsiero@pahouse.net
WEBSITE: WWW.PAHOUSE.COM/SANTARSIERO

HOUSE OF REPRESENTATIVES
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

COMMERCE
ENVIRONMENTAL RESOURCES & ENERGY
ENVIRONMENTAL
VETERANS AFFAIRS & EMERGENCY
PREPAREDNESS
MAJORITY POLICY

2010 JAN 22 AM 11:23
DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
NHL-HEADQUARTERS

DELEGATES

SOUTHEAST

CAUCUSES

AMERICAN-ITALIAN

January 20, 2010

Frank G. McCartney
Executive Director
Delaware River Joint Toll Bridge Commission
2492 River Road
New Hope, PA 18938-9519

Dear Mr. McCartney:

A. I understand that the Commission has decided to toll the Scudder Falls Bridge crossing at some date in the future. On behalf of the residents of the Newtown-Yardley area, many of whom regularly travel the Scudder Falls Bridge, I write to urge the Commission to reconsider that decision and, at the very least, to perform a full impact study before a final decision on the subject is made.

An impact study is necessary to assess fully how any proposed tolling of the crossing will affect the area. In particular, an impact study should include:

- The impact of traffic patterns on the bridge and on I-95 leading to the bridge in both directions;
- The impact on other Delaware River crossings that motorists might use as alternatives to the Scudder Falls Bridge;
- The impact on nearby collector and arterial roads;
- The impact on residential areas near each potential alternative crossing;
- Environmental impacts from all of the foregoing; and
- An assessment of proposed fees and projected revenues generated by them.

I would like to request further that this issue be placed on the agenda of the Commission's February 22, 2010 meeting. I look forward to your response.

Very truly yours,

Steve Santarsiero
31st Legislative District

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STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

224 IRVIS OFFICE BUILDING
PO BOX 202031
HARRISBURG PA 17120-2031
PHONE: (717) 787-5475
FAX: (717) 787-6929

277 NORTH SYCAMORE STREET
NEWTOWN PA 18940
PHONE: (215) 968-3975
FAX: (215) 968-4674

E-MAIL: repsantarsiero@pahouse.net
WEBSITE: WWW.PAHOUSE.COM/SANTARSIERO

HOUSE OF REPRESENTATIVES
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

2010 JAN 22 AM 11:23
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
NHL-HEADQUARTERS

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LOCAL GOVERNMENT
VETERANS AFFAIRS & EMERGENCY PREPAREDNESS
MAJORITY WHIP

DELEGATION

SOUTHEAST

CAUCUSES

AMERICAN-ITALIAN

January 20, 2010

Frank G. McCartney
Executive Director
Delaware River Joint Toll Bridge Commission
2492 River Road
New Hope, PA 18938-9519

Dear Mr. McCartney:

Once again, I would like to thank the Delaware River Joint Toll Bridge Commission (DRJTBC or the Commission) for its commitment to build full-height sound barriers to protect most of the neighborhoods along Interstate 95 in Lower Makefield Township (LMT).

A. In a letter dated July 1, 2008, LMT manager Terry Fedorchak wrote to the DRJTBC at my request and that of my colleagues on the LMT Board of Supervisors. In that letter, LMT requested that, as part of the Scudder Falls improvement Project (see enclosure), the Commission expand planned barriers to delineated gap areas. Those gaps in the approved sound barrier plan had been identified as places where a lack of barrier coverage would have an adverse impact on adjacent neighborhoods. As the state representative for the district that includes LMT, I renew my request on behalf of affected residents to extend the sound barrier footprint to close the remaining gaps. I would ask further that this issue be placed on the agenda of the Commission's February 22, 2010 meeting.

I look forward to your response. Thank you.

Very truly yours,

Steve Santarsiero
31st Legislative District

G9 G9

Township of Lower Makefield

2010 JAN 22 AM 11:24

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
NHL-HEADQUARTERS

BOARD OF SUPERVISORS
Greg Caiola, Chairman
Steve Santarsiero, Vice-Chairman
Matt Maloney, Secretary/Treasurer
Ron Smith, Supervisor
Pete Stainthorpe, Supervisor

July 1, 2008

Frank G. McCartney, Executive Director
Delaware River Joint Toll Bridge Commission
Post Office Box 88
Morrisville, PA 19067

RE: **SOUND BARRIERS**

Dear Mr. McCartney :

Supervisor Steve Santarsiero and I would like to thank you, BJ Clark and Gaeton Alfono for meeting with us last May 12th to discuss the need to extend sound barriers along I95 in Lower Makefield Township. We also would like to thank the Commission for agreeing to construct full-height sound barriers in all of the locations marked by white and red lines on the aerial photos that you gave us at that meeting.

As we discussed at the meeting, while appreciative of the Commission's willingness to protect most of its neighborhoods with sound barriers, the Township remains concerned about a number of areas that are not yet covered. The first of those lies on the west side I95 between the Quarry Road and Dolington Road overpasses. A sound barrier is not proposed for this section, yet there are three residential subdivisions containing several hundred homes located within 500 feet of I95 at this location. We note that the Commission's engineers have not taken readings along Brentwood Drive or James Court, even though these roads are positioned only a few hundred feet from I 95. It seems quite likely that the I95 improvements will adversely impact these residents in a manner similar to your projections for the Jockeys Way and Quarry Road areas. We ask that you design for a full sized sound barrier along this west side of I95 between the two overpasses.

In addition, we ask that you design for full sized sound barriers between 1870 Patterson Lane and 1767 Jockeys Way; and extend the sound barrier such that it runs completely behind the rest stop. A number of our residents have voiced concerns that these 'gaps' will allow for significant noise pollution into their neighborhoods. We agree. Since

1100 EDGEWOOD ROAD
YARDLEY, PA 19067-1696

TERRY FEDORCHAK
Township Manager

(215) 493-3646
FAX: (215) 493-3053
E-Mail: tfedor@lmt.org

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you have already determined that barriers are necessary at both locations, it makes sense to make the small investment necessary to properly complete the job.

We again thank you for listening to our concerns and we invite you to come to Lower Makefield at your convenience to participate in a public discussion about the project.

Sincerely,

Terry Fedorchak
Lower Makefield Township Manager

TF:ms

cc: Board of Supervisors
Julio Guridy, Director of Compact Authorized Investments

G 10

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pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

BUREAU OF FORESTRY

December 30, 2009

PNDI Number: 020515

Robert Eppley
PennDOT District 6-0
7000 Geerdes Blvd
King of Prussia, PA 19506

CC: Sue Felker
DCNR Office of Policy and Planning

Re: I-95 Scudder Falls Bridge Improvement Project
Bucks County

Dear Mr. Eppley,

Thank you for the submission of your field survey for Pennsylvania Natural Diversity Inventory (PNDI) Environmental Review Receipt Number 020515 for review. PA Department of Conservation and Natural Resources screened this project for potential impacts to species and resources of concern under DCNR's responsibility, which includes plants, terrestrial invertebrates, natural communities, and geologic features only.

A.

No Impact Anticipated As Per Survey

PNDI records indicated species or resources of concern are located in the vicinity of the project. However, based on the information you submitted concerning the nature of the project, the immediate location, and the survey report received by this office 7/16/07, DCNR has determined that no impact is likely. No further coordination with our agency is needed for this project.

This response represents the most up-to-date summary of the PNDI data files and is valid for one (1) year from the date of this letter. An absence of recorded information does not necessarily imply actual conditions on-site. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered.

Should the proposed work continue beyond the period covered by this letter, please resubmit the project to this agency as an "Update" (including an updated PNDI receipt, project narrative and accurate map). If the proposed work has not changed and no additional information concerning listed species is found, the project will be cleared for PNDI requirements under this agency for an additional year.

This finding applies to impacts to DCNR only. To complete your review of state and federally-listed threatened and endangered species and species of special concern, please be sure the U.S. Fish and Wildlife Service, PA Game Commission, and the Pennsylvania Fish and Boat Commission have been contacted regarding this project as directed by the online PNDI ER Tool found at www.naturalheritage.state.pa.us.

Sincerely,

Andrew Rohrbaugh, Environmental Review Specialist FOR Chris Firestone, Wild Plant Program Mgr.
Ph: 717-705-2823 ~ c-arohrbau@state.pa.us

G11 G11

Pennsylvania Department of Conservation and Natural Resources

Rachel Carson State Office Building
P.O. Box 8551
Harrisburg, PA 17105-8551
January 29, 2010

Bureau of State Parks 717-787-6640

2010 FEB -5 P 2:05

Mr. Kevin M. Skeels, P.E., Senior Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

Re: DCNR-State Parks comments re: I-95 Scudder Falls Bridge Improvement Project

Dear Mr. Skeels:

In a correspondence dated December 7, 2009, the Pennsylvania Department of Transportation transmitted to our agency the Environmental Assessment materials for the I-95/Scudder Falls Bridge Improvement Project in Bucks County, PA. We thank you for the opportunity to review these materials.

The ROW for the proposed improvement work includes portions of Delaware Canal State Park and given the intensive nature of this work, the Bureau of State Parks wishes to provide the following comments and requests, some of which have been communicated to various agencies involved in this work previously:

A, • The Bureau requires that no permanent structures (bridge abutments, etc) be built on canal property. The integrity of this National Historic Landmark and its recreational value and use are paramount.

B • While temporary crossings could be permitted, they should be designed and installed in such a way that water flow is not impacted and such crossings are able to withstand flood water flows. Any such crossing(s) should be removed when project is completed. This letter alone does not constitute permission for temporary crossings.

C, • If the trail is blocked for construction we ask that the contractor provide, and clearly sign, a safe North/South passage for trail users. Should trail blockage occur, the management of Delaware Canal State Park shall be informed. Park management will be given the opportunity to review any possible blockages, the anticipated duration of these blockages, and the alternative route being proposed. Such notification should occur as far in advance as possible but at a minimum of 90 days, so public notification might be undertaken to alert users of these blockages, if appropriate. If the trail is blocked, and the alternate route is still on park property, Park management must be notified. No clearing is permitted to create alternate routes. Any materials brought on site must be native and certified weed free.

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- The Bureau of State Parks requires advance knowledge of any activities that could adversely impact current public use. Should any facilities or portion of the canal path be rendered unusable, this notification would allow us to advise the public through a number of avenues, including notification through the DCNR website, Press Releases and on-site signage.

E

- The Bureau requires that any disturbance of canal lands – in or out of the watered prism – be reclaimed to original condition. Any reclamation must be completed with approved materials and seed mixes. Should tree removal occur we will assess an aesthetic and replacement value on any trees removed or damaged.

F

- This letter does not constitute approval to perform work outside the existing right of way. Any such work will require written approval from the Bureau of State Parks.

Thank you for the opportunity to review these materials and submit comment.

Sincerely,

John W. Norbeck
Director
Bureau of State Parks

G12 G12

Kathleen Legere

212

From: Schmid, Jeffrey (Environmental Services) [jschmid@state.pa.us]
Sent: Thursday, February 04, 2010 3:45 PM
To: Scudder Falls Bridge
Subject: I-95 Scudder Falls Bridge Improvement Project, Environmental Assessment Review Comments
Attachments: Schmid - I-95 Scudder Falls Bridge.pdf

Enclosed in the attached file are agency comments regarding review of subject document. We will also mail you a copy. Thank you.

Jeff Schmid, Fisheries Biologist
Pennsylvania Fish & Boat Commission
Division of Environmental Services
450 Robinson Lane
Bellefonte, PA 16823

Telephone: 814-359-5236

The mission of the Fish and Boat Commission is to protect, conserve, and enhance the Commonwealth's aquatic resources and provide fishing and boating opportunities.

G12 G12

Pennsylvania Fish & Boat Commission

established 1866

Division of Environmental Services
450 Robinson Lane
Bellefonte, PA 16823

February 3, 2010

Delaware River Joint Toll Bridge Commission
Attn: Kevin Skeels, P.E. Senior Project Manager
110 Wood and Grove Streets
Morrisville, PA 19067

RE: Agency Comments on Environmental Assessment for the Proposed I-95 Scudder Falls Bridge Improvement Project Bucks County, Pennsylvania and Mercer County, New Jersey

Dear Mr. Skeels:

In reference to the subject Environmental Assessment (EA) document, the Pennsylvania Fish and Boat Commission (PFBC) is providing the following review comments.

We appreciate the selection of a trestle causeway instead of an earthen (rock fill) causeway. The trestle causeway will significantly reduce the area of impact affecting the bottom substrate of the Delaware River which provides habitat for Pennsylvania state endangered fish species (i.e., the shortnose sturgeon and the Atlantic sturgeon), for aquatic invertebrates that include rare mussels, and for numerous species of game fish. The document indicates that the cumulative direct impact to the river bottom by the proposed trestle causeways (all four stages) will temporarily impact approximately 0.03 acres. In contrast, the previous earthen causeway alternative was expected to impact 3.5 to 4.25 acres of river bottom, and the potential for restoring the substrate as fish spawning habitat following removal of the causeway was questionable. The choice of the trestle causeway instead of the earthen alternative will substantially reduce the potential for killing fish and mussels under tons of rock, and will also minimize the potential for sedimentation associated with such earthen fill that could also harm these aquatic animals through clogging of gills, suffocation of eggs or larvae from burial, and degradation of fish spawning habitat. The trestle causeway is also expected to improve fish passage and cause significantly less change to the river flow relative to the earthen causeway and will thereby reduce the potential for bottom scour. Overall, the trestle type of causeway is substantially better than the earthen causeway in terms of reduced impact to aquatic species, and we are pleased that it has been chosen as the preferred alternative.

Despite the reduction in the area of direct riverbed footprint due to the use of the trestle causeways instead of the earthen causeways, approximately 0.3 acres of river bottom will be temporarily impacted by the use of cofferdams to construct the five new bridge piers and to remove the seven piers of the existing bridge. When the cofferdam impacts are combined with the causeway impacts, approximately 0.33 acres of river bottom will be temporarily affected during construction. A permanent net loss of 0.3 acres of river bottom is expected from the five new bridge piers. As the EA describes, these impacts are likely to harm fish and mussel species within the direct footprint of the cofferdams, causeways, and new piers.

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We are therefore pleased to see that proposed mitigation as described on pages 156 and 157 of Volume 1 of the EA includes various measures of preventing and offsetting the potential adverse impacts to fish and mussel species associated with work in the Delaware River. The planned prohibition of construction activities within the waters of the Delaware River from March 15 through June 30 in order to avoid the spawning time frame for the shortnose sturgeon (listed as a federally and state endangered species) is an important measure for preventing interference with fish spawning behavior and harm to fish eggs and larvae. Additional fish species will similarly benefit from this in-river construction restriction.

A. The stated mitigation for adverse impacts to mussel species indicates that there will be future development of a Mussel Mitigation Plan in coordination with the New Jersey Division of Fish and Wildlife. The PFBC requests the opportunity to be included in the interagency coordination for developing this mitigation plan since we too have state jurisdictional responsibilities and relevant experience for protecting mussel species.

B. In regard to "Threatened and Endangered Species", Table IV-11 on page 150, Volume 1 of the EA has several omissions and errors regarding the state listing status of some of the species. Although the bog turtle is correctly identified as a federally threatened species, it is listed as an endangered species by both Pennsylvania and New Jersey, but this is not correctly indicated in the Table. Also, the shortnose sturgeon, in addition to being federally listed, is state listed as an endangered species by both Pennsylvania and New Jersey, but this status is omitted from the table and other narrative discussions. Similarly, the Atlantic sturgeon is state listed as an endangered species by Pennsylvania. Most importantly, the proposed species impact mitigation measures are appropriate.

The plan to affect only half the width of the Delaware River at one time during construction of the causeways, the new piers, the new bridge superstructure, and during removal of the existing bridge superstructure and piers will allow fish passage and boating navigation within the unaffected half of the channel. The document includes an adequate discussion of boating safety precautions including warnings to boaters and methods to prevent debris from falling into the river during bridge construction and demolition. We agree with the document statement that there will need to be additional future coordination with the PFBC regarding the planning and implementation of appropriate boating Aids to Navigation for the Delaware River.

In addition to the Delaware River, other Pennsylvania surface waters likely to be affected by the proposed project include the Delaware Canal, three unnamed tributaries to the Delaware Canal (one of which appears to also be a tributary to the Delaware River), an unnamed tributary to Buck Creek, and twelve roadside drainage ditches. The portion of the Delaware Canal within the project area has been correctly identified as a trout stocked fishery and a moratorium time frame for in-stream work has been indicated. Although the document indicates that during removal of the abutments for an existing bridge over the Delaware Canal, there are no in-stream activities planned, construction activities adjacent to this canal may impact nesting habitat for the red-bellied turtle (PA listed as a Threatened Species). The EA includes appropriate precautions to avoid and minimize impacts to this turtle species within both the Delaware Canal and the Delaware River.

C. One area of concern which has not been sufficiently discussed in the EA is the provision for qualified Environmental Monitor(s) to regularly inspect the project site during construction. The aforementioned mitigation measures on page 156 of Volume 1 of the EA include water quality

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monitoring for turbidity and sedimentation within the Delaware River downstream of the causeways and cofferdams during their construction and removal. Written guidance and competent performance of this monitoring task are especially important for protecting the numerous fish and mussel species inhabiting the river. We recommend that the Environmental Monitor(s) be assigned oversight of this water quality monitoring, as well as for implementation of the Erosion and Sedimentation Pollution Control Plan and the Spill Prevention Control and Countermeasures Plan that will be developed in the future. Although the EA indicates that these environmental protection plans will be developed, we believe that assigning individuals solely with the responsibility to oversee the implementation of these plans through onsite inspection and communication with construction personnel will improve the likelihood that problems will be prevented and that a prompt and appropriate intervention will occur if an environmental problem arises.

Overall, the EA has satisfactorily identified and discussed likely project impacts to aquatic resources and recreational boating which are managed under the purview of the PFBC, and has developed appropriate impact avoidance and minimization measures, and has identified environmental protection measures to be further refined during future development of project final design.

Thank you for the opportunity to review and comment on this document.

Sincerely,

Jeff Schmid

Jeff Schmid, Fisheries Biologist

c: Robert Eppley, Environmental Manager, PennDOT District 6-0
Joe Grilli, HNTB

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DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
RECEIVED
2010 FEB -3 PM 2:05

190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

February 1, 2010

Mr. Kevin Skeels
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, Pennsylvania 19067

Re: **Comments on EA/Draft Section 4 (f) Evaluation – I-95/Scudder Falls Bridge Improvement Project**

Dear Mr. Skeels:

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to provide this letter to the record of the public outreach and information process for the above-referenced document. DVRPC staff has reviewed the Environmental Assessment and Draft Section 4(f) report, as well as the accompanying appendices, and offers the following comments.

Overall Position: The proposed action involves the replacement of the I-95/Scudder Falls Bridge and improvements to 4.4 miles of I-95 in Pennsylvania and New Jersey. This project is intended to alleviate traffic congestion and improve both operational and safety conditions on the highways and bridge.

a. The proposed project is consistent with DVRPC's adopted long range plan for 2035, *Connections, The Regional Plan for a Sustainable Future*, and is included in the Plan. The project is also included in DVRPC's current, adopted Transportation Improvement Programs (TIP) for Pennsylvania and New Jersey, although no state or federal funding is currently allocated through the TIP.

A.

b. We support and urge the Commission to advance two additional components of the overall project: (1) implementation of the proposed Bus Rapid Transit (BRT) lane and (2) implementation of the proposed pedestrian/bicycle facility. Both project components are consistent with DVRPC's adopted Congestion Management Process (CMP). Just as there is explicit inclusion of the improvements that would accommodate the Route 1 BRT service, we believe there should be a commitment at this time for inclusion of the pedestrian/bicycle facility. We believe these multi-modal components are integral to the overall advancement of the scope of the proposed highway and bridge improvements.

B.

In reference to the Proposed Actions identified on page xvii of the Summary Section within Volume 1, the following project elements are consistent with the CMP: Standard Lane Additions, New Bridge, Pennsylvania Mainline Inside Widening, Interchange improvements at Taylorsville Road and NJ 29, Pedestrian/Bicycle Facility and TSM/TDM measures. We offer particular support to the TSM/TDM measures identified as ITS/Incident Management, since DVRPC has been requested by NJ DOT and PennDOT to assist in the development of a Delaware River Crossing - Trenton/Bucks Area ITS/Operations Plan. This effort will develop procedures for agencies to share ITS resources, improve interagency coordination and re-route traffic among river crossings in emergency situations. These activities are included in the DVRPC FY10 Work Program in project 10.41.070.

The BRT element of the I-95/Scudder Falls Bridge Improvement Project is important to provide long-term value for the investment. In addition to consistency with the CMP, this element is supported by the Central Jersey Transportation Forum, and in other regional transit planning efforts such as the *Bucks-Mercer Transit Needs Assessment and Concept Development* (DVRPC Publication # 09042).

C. **Editorial Comments**: edit text in Summary Section (p. xii) and in Chapter 1 (p. 4)
change from: "*The project is included in DVPRC Long Range Transportation Improvement Program (TIP) and the New Jersey 2-Year TIP*"
change to: "The project is included in DVPRC's Long Range Plan (Year 2035) and Transportation Improvement Program (TIP)"

D. In addition to the above comments on the project design and scope, we also note the proposal to establish tolls at the bridge as a means to pay for the new facility and its ongoing maintenance. While we recognize that such an approach may be the only feasible means to pay for the improvements, we must also recognize that such an action may have impacts on the adjoining state highways, on the surrounding local road network, and in affected communities both locally and throughout the region. We welcome the opportunity for continued dialogue to help identify the potential impacts and to help develop a strategy to address those impacts so the project may proceed.

Thank you for the opportunity to provide these comments to the record of the public outreach and information process for this proposed project. Please do not hesitate to contact me should you have any questions or need any additional information.

Sincerely,

Barry Seymour
Executive Director

cc: Frank McCartney, DRJTBC
Jim Ritzman, PennDOT
David Kuhn, NJDOT
Lynn Bush, Bucks County
Donna Lewis, Mercer County
Richard Roberts, NJTransit

G14

Delaware River Basin Commission
DELAWARE • NEW JERSEY
PENNSYLVANIA • NEW YORK
UNITED STATES OF AMERICA

Delaware River Basin Commission
25 State Police Drive
PO Box 7360
West Trenton, New Jersey
08628-0360
Phone: (609) 883-9500 Fax: (609) 883-9522
Web Site: http://www.drbc.net

Carol R. Collier
Executive Director
Robert Tudor
Deputy Executive Director

DEL. RIVER JOINT TOLL BRIDGE COMM.
ENGINEERING DEPT.
2010 FEB 25 AM 11:09

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January 28, 2010

Mr. Joe Grilli, Deputy Environmental Project Manager
Delaware River Joint Toll Bridge Commission
Administration Building
110 Wood Street
Morrisville, PA 19067

SUBJECT: I-95/Scudder Falls Bridge Improvement Project
Ewing Township, Mercer County, New Jersey and
Lower Makefield Township, Bucks County, Pennsylvania

Dear Mr. Grilli:

From March 2007 until May 2007 there was correspondence between you and Paul Scally, a former member of the Project Review staff of the Delaware River Basin Commission (DRBC). Paul Scally has since retired, and no recent correspondence has been received from the Delaware River Joint Toll Bridge Commission (DRJTBC) concerning the above referenced project.

DRBC issued an application request letter dated October 30, 2008 (copy enclosed) requesting the DRJTBC to submit application materials. Part of that letter reads:

A "Please complete the following forms and return them within 60 days of the receipt of this letter:

Project Approval Application Form
Applicant's Statement – Project Review Fee Form"

To date, DRBC has not received the requested application materials from the DRJTBC. The application materials were to be submitted to DRBC on or around December 28, 2008. Sent via certified mail. Return receipt requested. Article Number: 91 7108 2133 3931 4501 1936.

Section 2.3.5A.10. of the DRBC's Rules of Practice and Procedure provides criteria under which projects are reviewable by the DRBC pursuant to Section 3.8 of the *Delaware River Basin Compact*. Those projects include bridges and highways that pass in or across an existing or proposed reservoir or recreation project area as designated in the Comprehensive Plan

On January 19, 2005, Resolution No. 2005-2 was adopted by the Commission designating the Lower Delaware River and its tributaries from River Mile 133.4 to 209.5 as the Lower Delaware River Special Protection Waters (SPW) for an interim period until regulations could be established. Regulations for the permanent designation of the Lower Delaware River as SPW

were adopted by Resolution 2008-G on July 16, 2008. This ruling provides that all waters of SPW are considered recreational in nature.

Because the project is subject to review and approval by the Commission, I ask that you please complete the following forms and return them within sixty (60) days of the receipt of this letter:

Project Approval Application Form
Applicant's Statement – Project Review Fee Form

The documents listed below can be downloaded from the DRBC website, http://www.state.nj.us/drbc/regula.htm. If you would prefer to receive hard copies of these items, please contact the Project Review Section at extension 216 to request them.

Delaware River Basin Compact
Rules of Practice and Procedure
Water Code of the Basin
Basin Regulations - Water Quality
Flood Plain Regulations
Water Supply Charges
Protected Area Regulations

Failure to comply may result in a representative from the DRJTBC being requested to appear before the Commissioners at the next Commission Public Hearing. If you have any questions, please me at extension 221.

Sincerely,

William J. Muszynski, P.E., Manager
Water Resources Management Branch

Enclosures

c: Jim Newbold, PE, PADEP – SERO (without enclosures)
Joe Miri, NJDEP (without enclosures)

Sent via certified mail. Return receipt requested.
Article Number: 91 7108 2133 3931 4500 7472

Delaware River Basin Commission
DELAWARE • NEW JERSEY
PENNSYLVANIA • NEW YORK
UNITED STATES OF AMERICA

Delaware River Basin Commission
25 State Police Drive
PO Box 7360
West Trenton, New Jersey
08628-0360
Phone: (609) 883-9500 Fax: (609) 883-9522
Web Site: http://www.drbc.net

Carol R. Collier
Executive Director

Robert Tudor
Deputy Executive Director

October 30, 2008

Mr. Joe Grilli, Deputy Environmental Project Manager
Delaware River Joint Toll Bridge Commission
Administration Building
110 Wood Street
Morrisville, PA 19067

SUBJECT: I-95/Scudder Falls Bridge Improvement Project
Ewing Township, Mercer County, New Jersey and
Lower Makefield Township, Bucks County, Pennsylvania

Dear Mr. Grilli:

From March 2007 until May 2007 there was correspondence between you and Paul Scally, a former member of the Project Review staff of the Delaware River Basin Commission (DRBC). Paul Scally has since retired, and no recent correspondence has been received from the Delaware River Joint Toll Bridge Commission concerning the above referenced project.

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Delaware River Basin Compact
Rules of Practice and Procedure
Water Code of the Basin
Basin Regulations - Water Quality
Flood Plain Regulations
Water Supply Charges
Protected Area Regulations

If you have any questions, please contact Steve Walsh at extension 251.

Sincerely,

Chad Pindar, P.E., Supervisor
Project Review Section
Water Resources Management Branch

Enclosures

c: Jim Newbold, PE, PADEP – SERO (without enclosures)
Joe Miri, NJDEP (without enclosures)

Sent via certified mail. Return receipt requested.
Article Number: 91 7108 2133 3931 4501 1936

Delaware River Basin Commission
DELAWARE · NEW JERSEY
PENNSYLVANIA · NEW YORK
UNITED STATES OF AMERICA

Delaware River Basin Commission
APPLICANT'S STATEMENT – PROJECT REVIEW FEE
In accordance with Resolution No. 2009-2
PLEASE TYPE OR PRINT USING BALL-POINT PEN

1. **Name and Address of Applicant**_____

_____

2. **Name of Project**_____

3. **Type of Project** [Check Applicable Item(s)]

__Wastewater Discharge __Ground Water Withdrawal __Surface Water Withdrawal __Impoundment

__ Electric Generation __Docket Transfer [skip to (e) below] __Docket Renewal

__ Diversion of water or wastewater into or out of the Delaware River Basin __Other (Specify) _____

4. **Project Cost Factors** (Complete all lines using Zero where applicable. The Commission may require supporting documentation for these estimates.)

a.	Design	$_____	e.	Land	$_____
b.	Supervision of Construction	$_____	f.	Materials	$_____
c.	Legal Services	$_____	g.	Construction	$_____
d.	Contract Administration	$_____	h.	Other	$_____

TOTAL ESTIMATED PROJECT COST $_____

5. **Filing Fee Schedule:** Perform all computations rounding to nearest whole dollar.

(a) Minimum fee for project costing $250,000 or less or for renewal with no substantial revisions or modifications:
[**$500 (PUBLIC PROJECTS) OR $1,000 (PRIVATE PROJECTS)**] (a) $_____

(b) Fee for project costing over $250,000:

__(1) Multiply project cost up to $10,000,000 by 0.004 (1) $_____

__(2) Multiply project cost above $10,000,000 by 0.0012 (2) $_____

ADD (1) & (2) = (b) (b) $_____

(c) **SUBTOTAL**=(a) or (b), **WHICHEVER IS GREATER**, but not to exceed a maximum of $75,000* (c) $_____

(d) If project results in an out-of-basin diversion, multiply SUBTOTAL (c) by 2 = (d) $_____

(e) Other fees: $5,000 for an Emergency Certificate; $1,000 per Docket for a Transfer of Ownership; $2,000 for late submission of a renewal application (e) $_____

TOTAL = sum of (c) or (d) added to (e)* $_____

* In all cases, if the fixed fee or fee calculated in accordance with the prescribed formulas is deemed by the Executive Director to be insufficient due to exceptional costs associated with Commission review, the Commission may charge the applicant 100 percent of all costs deemed by the Executive Director to be exceptional.

6. **Filing Fee Required With Application**
Please enclose check in this amount with application. Make check payable to **Delaware River Basin Commission.**

_____
Name of Certifying Official (please type or print)

_____
Signature of Certifying Official

Title_____ Date_____

7. Submit the original fee form with two copies & check to: **Delaware River Basin Commission, P.O. Box 7360, West Trenton, NJ 08628-0360**

DOCKET NO. _____

DELAWARE RIVER BASIN COMMISSION
P. O. Box 7360, West Trenton, NJ 08628-0360
(609) 883-9500 (Extension 251)

Type of Application (Check one or more - see attached sheet)
(a) Addition to the Comprehensive Plan ..... ( )
(b) Change in a Comprehensive Plan Project ..... ( )
(c) Approval under Section 3.8 of the *Compact* ..... ( )
(d) Renewal of previous approval ..... ( )

Pursuant to the Delaware River Basin *Compact* and the *Rules of Practice and Procedure* of the DRBC, application is hereby made for review of the project described below:

(A) Application From: (please print or type)

Name: _____

Mailing Address: _____

_____

_____

Phone: ( ) _____

Counsel Name: _____ Phone: ( ) _____

Mailing Address: _____

_____

(B) "APPLICANT'S STATEMENT--PROJECT REVIEW FEE" form should be completed and submitted with appropriate fee for all Section 3.8 and Article 10 applications. (Please note: agencies, authorities or commissions of the signatories to the Compact shall be exempt from such project review fee. Political subdivisions of the signatory states, however, shall be subject to the fee.)

(C) Type of Project: (please check)

Withdrawal of Surface Water ..... ( ) Disposal of Wastes ..... ( ) Impoundment ..... ( )
Withdrawal of Ground Water ..... ( ) Stream Encroachment ..... ( ) Other ..... ( )

(D) Description of Project:
(Information required by Section 2-3 of the *Rules of Practice and Procedure* should be attached.)

_____

_____

_____

_____

_____

(E) Water Conservation Plan ..... Enclosed per attached directions ( )

Signature of Authorized Person: _____
Name (typed or printed): _____
Title: _____
Date: _____

TYPE OF APPLICATION

(a) Addition to the Comprehensive Plan

Federal, State and local agencies are required to plan all projects (related to powers delegated to the Commission by the Delaware River Basin *Compact*) in consultation with the Commission. (For private project sponsors, cooperative planning and inclusion of a project in the Comprehensive Plan, where warranted, are optional.) Upon completion of the planning phase, but prior to actual design, application should be made for inclusion of a project in the Comprehensive Plan. If, however, actual designs are completed and construction scheduled within three years, application should be made concurrently for inclusion in the Comprehensive Plan and approval under Section 3.8 of the *Compact.* Information to accompany this type of application is described in Section 2-1.4 of the Commission's *Rules of Practice and Procedure.*

(b) Change in a Comprehensive Plan Project

Proposals for changes and additions to a Comprehensive Plan Project may be submitted by any party of interest. Information to accompany this type of application is described in Section 2-1.4 of the Commission's *Rules of Practice and Procedure.*

(c) Approval Under Section 3.8 of the *Compact* (Basinwide)

Application for approval under Section 3.8 of the *Compact* should be made for any project, public or private, which may have a substantial effect on the water resources of the Basin. Projects, or components of projects, previously included in the Comprehensive Plan also require Section 3.8 approval once final plans are formulated. Approval under Section 3.8 must be obtained prior to the start of any construction activity. The Commission's *Rules of Practice and Procedure* classify such projects in Section 2-3.5 and describe exhibits to accompany the application in Section 2-3.8.

(d) Renewal of Previous Approval

All ground water withdrawal applications approved after February 1979 have specific expiration dates included and the withdrawal must terminate unless renewed. Also, approvals for other types of projects occasionally include specific expiration dates and applications to continue the project must be submitted.

Water Conservation Plan
Minimum Components

ALL PURVEYORS SEEKING DRBC APPROVAL FOR NEW OR EXPANDED WATER WITHDRAWALS MUST INCLUDE A WATER CONSERVATION PLAN, ADDRESSING THE FOLLOWING COMPONENTS:

Source Metering (No. 86-12, amended by Resolution No. 2001-8)

- Meter type/method.
- Meter reading and recording procedure.
- Meter calibration, maintenance and replacement schedule.

Service Metering (No. 87-7 Revised, amended by Resolution No. 2001-8)

- Confirm all connections metered. If not, include schedule for 100% service metering.
- Meter types.
- Meter reading and recording procedure.
- Meter calibration, maintenance and replacement schedule.
- Water rate schedule (is billing based on metered usage?)
- *Purveyor program to provide residential customers with information on
  --savings available through water conservation;
  --different methods of residential water conservation; and
  --availability of water conservation devices.

Leak Detection & Repair (LD&R) (No. 87-6 Revised)

- Completed Plan or Executive Summary (Pennsylvania Applicants may substitute an LD&R Compliance Report)

Water Conservation Performance Standards (No. 88-2 Rev. No. 2)

- Status of municipal regulations in applicant's service area (Pennsylvania only).
- Adopted policy to certify or verify that "no new service connections shall be made to newly constructed premises with plumbing fixtures and fittings that do not comply with water conservation performance standards contained in Resolution No. 88-2 (Revision No. 2)."

PURVEYORS WITHDRAWING 1 MGD OR MORE (NEW OR EXPANDED WITHDRAWALS) SHALL ALSO INCLUDE THE FOLLOWING:

Water Conservation (No. 81-9)

- Provision of information on the availability of water-conserving devices and procedures.
- A contingency plan including use priorities and emergency conservation measures to be instituted in the event of a drought or other water shortage condition.

Retail Water Pricing (No. 92-2) (This requirement is waived if the purveyor either documents it has adopted a water conserving pricing structure or is in the process of implementing such a pricing structure in accordance with a Commission schedule or a schedule established by the appropriate state public utilities commission.)

- An evaluation of the feasibility of implementing a water conservation pricing structure and billing program. The evaluation shall, at a minimum, consider:
  - The potential change in the quantity of water demanded for customer classes and their end uses of water during both peak and non-peak periods stemming from alternative water conservation pricing structures;
  - The potential revenue effects of the alternative pricing structures;
  - Any legal or institutional changes necessary or desirable to implement a water conservation pricing structure; and
  - How conservation pricing could be coordinated with other conservation programs and measures to reduce both average and peak water use.

* Recommended.

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Municipal Complex
2 Jake Garzio Drive
Ewing, NJ 08628

Phone: (609) 883-2900
Admin. Fax: (609) 538-0729
Clerk Fax: (609) 771-0480
Finance Fax: (609) 883-7392
Web Address: www.ewingnj.org

2010 JAN 25 PM 2:35

The Township of Ewing

Jack J. Ball, Mayor David W. Thompson, Ewing Township Administrator

January 22, 2010

Frank G. McGartney, Executive Director
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

Dear Mr. McGartney,

I attended the public hearing on January 19, 2010 and I wish to have this correspondence entered into the public record opposing the present plan to impose a toll to cross the Bridge. In addition, it is disturbing to me that there had been no previous contact with my office prior to the announcement of the revised bridge expansion plans and the use of tolls to pay for such expansion.

A. Relative to the toll plan, my objection is primarily traffic related. Regardless of the cost of the toll, there will be a diversion of traffic by those who seek to avoid the toll. This diversion will have the greatest impact upon Ewing's Roads and its citizens. I presume that the desire to expand the Bridge is to accommodate the peak hour traffic issues caused by the fact that there are a disproportionate number of Pennsylvania residents commuting to their New Jersey jobs. Thus, most of these local residents are aware of the non-toll alternatives on the bridges in Trenton and Hopewell.

There are three I-95 exits in Ewing travelling southbound and none can accommodate the additional traffic that will divert due to the tolls. A review of the impact on the roads and neighborhoods adjacent to each is worthy of review.

The greatest impact will be at Exit 2, Bear Tavern Road. The Bridge plans propose no improvements to this exit. Exits from I-95 have minimal stacking and require left hand turns to proceed north. Bear Tavern Road has been the route of choice between Hopewell and Trenton since George Washington traversed is on Christmas night some 240 years ago. In addition, Bear Tavern Road provides access through two rail overpasses (Scotch Road and Sullivan Way) that are in great need of replacement and constrain traffic into two lanes (one in each direction). More importantly, Bear Tavern Road bisects several established residential neighborhoods. When the General Motors site and the Naval Center site are redeveloped traffic will be strained and additional Bridge diversionary traffic will bring gridlock.

Complicating the issue is the decision of Mercer County to replace the Jacobs Creek Road Bridge with a span that is designed to permit an increase in not only the amount of traffic but its speed. I have gone on record that such new bridge must not be allowed unless there is a reduction of the speed limit on Bear Tavern Road, institution of weight limits on the new bridge and the installation of other traffic calming devices.

Additional traffic exiting from I-95 onto Route 29 will likewise have a serious negative impact on Ewing residents, particularly those who reside to the north. Route 29 is already a dangerous road and is the scene of many serious accidents. There are several residences whose driveways are already

dangerous to enter and exit and the volume of traffic that will divert will make their access virtually impossible.

Relative to Route 29 I would like to point out that the City of Trenton is imminently planning the redesign of Route 29 within its borders to be a "boulevard" with many cross streets and lights installed in order to slow traffic. Additional traffic going south on Route 29 will surely negate the traffic calming desire of the road redesign.

If the purpose of the tolls is to pay for a design of the Bridge that is greater than contemplated several years ago, I request that the newly announced expansion be scrapped so that tolls would not be necessary. Bigger is not always better.

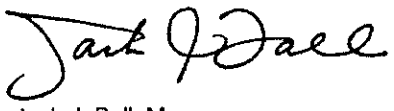
If the purpose of the Bridge expansion is so that commuters will not be inconvenienced the Bridge Commission needs to be more considerate of the host communities who border I-95 in the vicinity of the Bridge. Ewing Township continues to experience economic growth particularly in the corridor adjacent to I-95 and it is my fear that moving the traffic jam from I-95 to the streets of Ewing will negatively impact business looking to relocate in Ewing.

It is for these reasons that I oppose the tolls and whatever expansion is being funded by tolls. I also object because Ewing was not given an opportunity to participate in the decision making process.

My staff has attempted to schedule a meeting with your office but has not received a return call to schedule and, therefore, I am compelled to correspond with you in this matter.

Thank you for your consideration.

Very truly yours,



Jack J. Ball, Mayor

cc: Kevin Skeels, Senior Program Area Manager, DRJTBC
David R. DeGerolamo, Chair, DRJTBC

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PLAINSBORO

Peter A. Cantu – Mayor
Neil J. Lewis – Deputy Mayor
Nuran Nabi – Township Committee
Michael T. Weaver – Township Committee
Edmund C. Yates – Township Committee

January 27, 2010

Kevin Skeels, PE
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

Re: Letter of Support I-95/Scudder Falls Bridge replacement

Dear Mr. Skeels:

On behalf of the Township Committee for the Township of Plainsboro, Middlesex County, New Jersey, please accept this letter supporting the I-95/Scudder Falls Bridge Improvement Project. This is an important project for New Jersey and Pennsylvania particularly as it relates to the traffic flow within the Route 1 Corridor.

As understood, the inside shoulder of I-95 throughout the project area will be fourteen feet wide to accommodate potential Route 1 Bus Rapid transit (BRT) service that would operate during congested conditions. It is further understood the addition of a bicycle and pedestrian facility on the southbound side of the bridge is also being considered.

The Township Committee supports the BRT project as well as other reasonable projects that facilitate a BRT component. We look forward to the ground breaking of this important improvement connecting New Jersey and Pennsylvania.

Sincerely,

Peter A. Cantu

Peter A. Cantu, Mayor
Plainsboro Township

copy: Township Committee
Robert O. Sheehan, Township Administrator
Lester Varga, AICP/PP, Director of Planning and Zoning
Thomas Clark, NJTransit

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Township of Lower Makefield

BOARD OF SUPERVISORS
Ron Smith, Chairman
Greg Caiola, Vice-Chairman
Matt Maloney, Secretary
Daniel McLaughlin, Treasurer
Pete Stainthorpe, Supervisor

February 1, 2010

2010 FEB -3 PM 2:05

Frank G. McCartney, Executive Director
Delaware River Joint Toll Bridge Commission
2492 River Road
New Hope, PA 18938-9519

Kevin M. Skeels, P.E., Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

RE: **SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT**

Gentlemen:

Lower Makefield Township Board of Supervisors and residents thank you for the opportunity to comment on the Environmental Assessment Draft relating to the Scudder Falls Bridge Improvement Project.

Sound Barriers

A. As we wrote in our July 1, 2008, letter (copy attached), we are appreciative of the Commission's commitment to construct full-height sound barriers, but still serious concerns about the gaps outlined in that letter. The Board of Supervisors requests that this item be placed on the agenda for the February 22, 2010, Commission meeting.

Addition of Toll

B. It is the Township's understanding that the Commission has decided to toll the Scudder Falls Bridge crossing at some date in the future. We are asking the Commission to reconsider that decision. If the Commission decides to move forward with the toll charge, we strongly suggest that an impact study to assess how the toll charge will affect the area.

That study should include the following:

- The impact of traffic patterns on the bridge and on I-95 leading to the bridge in both directions.

1100 EDGEWOOD ROAD
YARDLEY, PA 19067-1696

TERRY FEDORCHAK
Township Manager

(215) 493-3646
FAX: (215) 493-3053
E-Mail: tfedor@lmt.org

- The impact on other Delaware River crossings that motorists might use as alternatives to the Scudder Falls Bridge
- The impact on nearby local, collector and arterial roads
- The impact on residential areas near each potential alternative crossing
- Environmental impacts from all of the foregoing
- An assessment of proposed fees and projected revenues generated by them

We ask that consideration to conduct an impact study also be placed on the agenda of the Commission's February 22, 2010, meeting.

C. Storm Water Run Off

Approximately twenty acres of new impervious surface will be created by the roadway expansion. Please provide the Township with a plan for addressing the increased storm water runoff and the impact it will have on surrounding land in Lower Makefield Township and Yardley Borough.

We ask that this issue be placed on the agenda of the Commission's February 22, 2010, meeting.

D. Bike/Pedestrian Pathway

The Board of Supervisors restates its position that a Bicycle and Pedestrian Pathway should be included in the construction of the Scudder Falls Bridge Improvement Project. See copy of Lower Makefield Township Resolution No. 2159.

Thank you for your consideration of the concerns expressed by the residents of Lower Makefield Township and its Board of Supervisors.

Sincerely,

Terry Fedorchak
Township Manager

ms

attachments

cc: Board of Supervisors

Township of Lower Makefield

BOARD OF SUPERVISORS
Greg Caiola, Chairman
Steve Santarsiero, Vice-Chairman
Matt Maloney, Secretary/Treasurer
Ron Smith, Supervisor
Pete Stainthorpe, Supervisor

July 1, 2008

Frank G. McCartney, Executive Director
Delaware River Joint Toll Bridge Commission
Post Office Box 88
Morrisville, PA 19067

RE: **SOUND BARRIERS**

Dear Mr. McCartney :

Supervisor Steve Santarsiero and I would like to thank you, BJ Clark and Gaeton Alfono for meeting with us last May 12th to discuss the need to extend sound barriers along I95 in Lower Makefield Township. We also would like to thank the Commission for agreeing to construct full-height sound barriers in all of the locations marked by white and red lines on the aerial photos that you gave us at that meeting.

As we discussed at the meeting, while appreciative of the Commission's willingness to protect most of its neighborhoods with sound barriers, the Township remains concerned about a number of areas that are not yet covered. The first of those lies on the west side I95 between the Quarry Road and Dolington Road overpasses. A sound barrier is not proposed for this section, yet there are three residential subdivisions containing several hundred homes located within 500 feet of I95 at this location. We note that the Commission's engineers have not taken readings along Brentwood Drive or James Court, even though these roads are positioned only a few hundred feet from I 95. It seems quite likely that the I95 improvements will adversely impact these residents in a manner similar to your projections for the Jockeys Way and Quarry Road areas. We ask that you design for a full sized sound barrier along this west side of I95 between the two overpasses.

In addition, we ask that you design for full sized sound barriers between 1870 Patterson Lane and 1767 Jockeys Way; and extend the sound barrier such that it runs completely behind the rest stop. A number of our residents have voiced concerns that these 'gaps' will allow for significant noise pollution into their neighborhoods. We agree. Since

1100 EDGEWOOD ROAD
YARDLEY, PA 19067-1696

TERRY FEDORCHAK
Township Manager

(215) 493-3646
FAX: (215) 493-3053
E-Mail: tfedor@lmt.org

you have already determined that barriers are necessary at both locations, it makes sense to make the small investment necessary to properly complete the job.

We again thank you for listening to our concerns and we invite you to come to Lower Makefield at your convenience to participate in a public discussion about the project.

Sincerely,

Terry Fedorchak
Lower Makefield Township Manager

TF:ms

cc: Board of Supervisors
Julio Guridy, Director of Compact Authorized Investments

RESOLUTION NO. 2159

A RESOLUTION IN SUPPORT OF THE CONSTRUCTION OF A BICYCLE AND PEDESTRIAN PATHWAY ON THE SCUDDER FALLS BRIDGE AND INSTALLION OF SOUND BARRIERS ALONG ROUTE I-95 BORDERING RESIDENTIAL PROPERTIES

WHEREAS, the Delaware Rive Joint Toll Bridge Commission is considering plans for the reconstruction of the Scudder Falls Bridge across the Delaware River which include a bicycle and pedestrian pathway facilitating pedestrian and bicycle access between the Delaware and Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania; and

WHEREAS, the Federal Highway Administration (FHWA), in its February 24, 1999 Policy statement "Guidance on the Bicycle and Pedestrian Provisions of the Federal Aid Program," urges States to include bicycle and pedestrian accommodations in their programmed highway projects; and

WHEREAS, increasing walking and bicycling offers meaningful exercise opportunities, the potential for greater health of the population, cleaner air, reduced traffic congestion, more livable communities, less reliance on fossil fuels and their foreign supply sources, and more efficient use of road space and resources; and

WHEREAS, a bicycle and pedestrian connection between the Delaware and Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania will encourage increased tourism, interstate commerce and the joint use of recreational parks by the citizens of both Pennsylvania and New Jersey; and

WHEREAS, the expansion of Route I-95 as the result of the reconstruction of the Scudder Falls Bridge will increase the number of cars and trucks using the roadway; and

WHEREAS, the topography of the roadway results in excessive roadway and truck noise due to the sharp incline in the northerly direction and the sharp decline in the southerly direction; and

WHEREAS, residents of Lower Makefield Township living adjacent to Route I-95 desire a reduction of highway noise levels; and

WHEREAS, the erection of noise barriers has been found to reduce the levels of highway noise impacting residential developments along the Interstate system of roads and accordingly preserve or enhance property values; and

WHEREAS, the Board of Supervisors of Lower Makefield Township believe that installation of a bicycle and pedestrian pathway and noise barriers will improve the quality of life of Lower Makefield Township residents, and the region as a whole;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Lower Makefield Township hereby support the inclusion of a Bicycle and Pedestrian pathway on the Scudder Falls Bridge and the construction of sound barriers covering all affected neighborhoods on Route I-95.

BE IT FURTHER RESOLVED, that a copy of this Resolution be sent to the Delaware River Joint Toll Bridge Commission and the respective Governors and Legislators of the Commonwealth of Pennsylvania and State of New Jersey having jurisdiction over the Scudder Falls Bridge project.

BOARD OF SUPERVISORS
LOWER MAKEFIELD TOWNSHIP

By: _____
Gregory Cafola, Chair

By: _____
Steve Santarsiero, Vice-Chair

By: _____
Matthew Maloney, Secretary/Treasurer

By: _____
Ronald Smith, Board Member

By: _____
Peter Stainthorpe, Board Member

ATTEST: _____
Terry Fedorchak, Manger
Lower Makefield Township

DATE: 3/6/08

436210.1/33072

G18

G18

YARDLEY BOROUGH
- Incorporated 1895 -

56 South Main Street Yardley, PA 19067-9997
Tel 215-493-6832 Fax 215-493-6255

2010 JAN 26 PM 12:31

January 25, 2010

Kevin M. Skeels, P.E., Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, Pa. 19067

Dear Mister Skeels:

The Yardley Borough Council strongly disagrees with the proposed implementation of a toll on the new Scudder Falls Bridge. Although the project planning has taken over 6 years and many meetings, the idea of a toll was first disclosed on December 21, 2009. Why at virtually the last minute are we now just hearing about the toll. And also not what
A. the proposed toll fee will cost users of the bridge. Yardley Borough Council is opposed to the toll for several important reasons.

A toll on the Scudder Falls Bridge will have a severe economic impact on the Yardley Borough residents. Like many communities our residents have experienced hard economic times. The implementation of a toll will only increase the financial burden to our residents.

More importantly the Council feels the toll will have a negative environmental impact on our community. People will avoid using a toll bridge and take an alternate route whenever possible. This will cause drivers will use Main Street and River Road in Yardley to get to I-95 in New Jersey by way of the bridges in Trenton. Because Yardley is already experiencing heavy traffic this would be a catastrophe for our community. Let alone the increased damage to our streets and roads.

In conclusion we recognize the need for a new bridge and support the bridge project.
B. Yardley Borough Council strongly urges you to oppose the tolling of the new Scudder Falls Bridge.

Sincerely

Joseph Hunter

Joseph Hunter, Council President

G19

G19
101

Kathleen Legere

From: Paul E. Pogorzelski [paulpogo@hopewelltwp.org]
Sent: Wednesday, February 03, 2010 12:45 PM
To: Scudder Falls Bridge

Please be advised that Hopewell Townships objects to the proposed Scudders Falls bridge replacement. There has not been adequate evaluation per National Environmental Policy Act (NEPA) criteria to identify ALL of the impacts that will be created within Hopewell Township by the addition of tolls at this bridge as well as the additional lanes which will terminate at Exit 2, County Route 579. A

Bucks County is a bedroom community for New Jersey. The proposed tolls will cause local commuters from Bucks County to avoid added commute costs by taking other local crossings of the Delaware River which have no tolls. This will result in significant volumes of diverted traffic seeking to access other DRJTBC bridges which are not presently toll bridges and are located within Hopewell Township, Lambertville and the City of Trenton. B

Hopewell Township is *the* closest community in New Jersey that has a bridge which can serve as an immediate alternative to the crossing the Delaware River into Bucks County, PA. Travel through Hopewell Township from I-95 also offers the least commute times to Bucks County if I-95 is inaccessible or subject to tolls. The impacts of this project upon Hopewell Township are significant, have not been adequately addressed and include but are not limited to:

- More detailed diversion studies need to be performed in order to more accurately understand the long term environmental and fiscal impacts of this proposal. Increased volumes cannot be safely accommodated on existing roadways within Hopewell Township. New traffic volumes will drive a need for wider roads and new intersection improvements. These improvements add new capital and operating expenses that will be forced upon local Hopewell Township taxpayers but, more importantly, will cause significant environmental impacts that have not been addressed. C.

- Increased air and runoff pollutant loads from increased traffic. Additional studies need to be performed to identify the increased pollutant loads and the direct and indirect impacts on local waterways and the local environment. D.

- Increased delays at both controlled and uncontrolled intersections and resulting new roadway improvements create new and unanticipated environmental impacts. These improvements will increase impervious coverage, impact local wetlands, will impact local habitats. E

- Impacts to national and local historic districts including the Washington Victory Trail, Town of Titusville, and other preserved or nominated amenities in the impacted area need to be considered . F.

Thank you for this opportunity to comment. We look forward to receipt of a complete analysis of all impacts associated with this proposal.

Paul E. Pogorzelski, P.E.
Hopewell Township Administrator/Engineer
201 Washington Crossing-Pennington Road
Titusville, NJ 08560
609-737-0605 Ext 664
609-737-6839 Fax
Please consider the environment before printing this e-mail

G20 G20

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

TAKE PRIDE IN AMERICA

MAY 4 2010

9043.1
PEP/NRM

ER 09/1229

Mr. Kevin M. Skeels, P.E., Project Manager
Mr. George G. Alexandridis, P.E., Chief Engineer
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, Pennsylvania 19067

Dear Messrs. Skeels and Alexandridis:

This is in response to a request for the Department of the Interior's (Department) review and comment on the Draft Environmental Assessment/Section 4(f) Evaluation for the **I-95 Scudder Falls Bridge Improvement Project, Bucks County, Pennsylvania, and Mercer County, New Jersey.** We offer the following comments on this project for your consideration.

Section 4(f) Comments

The Department concurs that there is no prudent and feasible alternative to the proposed use of Section 4(f) lands, which include the Delaware Canal National Historic Landmark, the Elm Lowne, the Charles Maddock House, the New Jersey State Police Headquarters Historic District, the Delaware and Raritan Canal and archaeological sites 36Bu379 and 28Me360. The measures to minimize harm to these historic and archeological resources must be explicitly consistent with the Programmatic Agreement developed with the Pennsylvania Historical and Museum Commission and the New Jersey Historic Preservation Office and concurred with by the Advisory Council on Historic Preservation.

Summary Comments

We recommend that a signed copy of the Agreement documenting compliance with Section 106 of the National Historic Preservation Act be included in the final documentation. This reflects the procedures taken by the Pennsylvania and New Jersey State Historic Preservation Officers in protecting the cultural resources involved in this project. Documentation of mitigation actions developed for the park resources in coordination with the local agencies and organizations should also be included in the record.

For further information concerning Section 4(f) resources, please contact Jenifer McConaghie, National Park Service, Philadelphia, PA, telephone: 215-597-5194.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

Written Comments from the General Public

P1

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A

1. Make users of bridge pay the tolls.
2. Unfair to have users of other DRJTBC bridges ~~commuter~~ pay for bridge.
3. Toll will slow drivers doing in excess of 65 mph in NJ and 55 mph in PA. (A good thing)

B

4. Reconfigure NJ ~~st~~ ramps. A crazy design presently.
5. Improve and lengthen all acceleration ramps.

Use both sides if necessary or attach separate sheet.

Name Robert Piscopo Affiliation Resident

Address 902 Morgan Drive
Yardley, Pa. 19067

P2

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A 1. A pedestrian/bicycle walkway should be added to the bridge. This is very important – better and cheaper to do it now then later.

B 2. Several nesting trays should be added underneath of the new bridge for the Peregrine Falcons. These trays should mimic the old catwalk that the Falcons are nesting on right now. The Pennsylvania Game Commission should be brought in now to provide assistance.

C 3. Because the Delaware Canal is a National Historical Landmark, the bridge piers/abutments along the Delaware Canal in Pennsylvania need to treated and finished with care. I would suggest a mural made of colored tiles or paint with a historical theme to decorate the large concrete surfaces. The DRJTBC should self-impose the '1% for Art' policy on itself to provide the money necessary to commission the mural from a professional artist. Lighting under the bridge and along the tow path should also be improved.

D 4. Making the new bridge a toll bridge is the fairest, easiest, and quickest way to raise the necessary funding.

Use both sides if necessary or attach separate sheet.

Name David B. Long Affiliation

Address 3 Beechwood Lane
Yardley, PA 19067

P3

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I would like to see the noise barriers between Bear Tavern Rd and Route 29 (NJ) be the same height. This business of 18', then 5', then 8' again will look rather silly and not provide all of the noise abatement a complete wall of 18' would.

Use both sides if necessary or attach separate sheet.

Name Dolores O'Brien Affiliation

Address 2 High Acres Rd
W. Trenton, N.J. 08628

P4

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A I'M TOTALLY AGAINST ANY TOLLS BEING PUT ON THE SCUDDER FALLS BRIDGE. AFTER LISTENING TO TESTIMONY AT THE LAMBERTVILLE HEARING, I'M CONVINCED THAT ANY TOLL WILL LEAD TO UNDUE STRESS ON NEIGHBORING ROADS. IT'S WELL DOCUMENT WHEN N.J. TURNPIKE TOLLS WERE RAISED, LOCAL ROADS WERE HEAVILY USED BY TRUCK DRIVERS & INDIVIDUALS WHO WANTED TO AVOID THE TOLLS. I'VE ALREADY HEARD NEIGHBORS TALK ABOUT USING NEIGHBORING BRIDGES. THIS BRIDGE HAS ALWAYS BEEN FREE AND SHOULD STAY THAT WAY.

B ALSO, WIDENING WOODSIDE ROAD SEEMS TO BE COUNTERPRODUCTIVE WHEN YOU ARE PUTTING (2) LIGHTS (TRAFFIC) ON TAYLORVILLE ROAD. NEAR THE ON RAMP TO RT. 95 S. DON'T YOU THINK (2) TRAFFIC LIGHTS WILL CAUSE MORE BACK UP!!

Use both sides if necessary or attach separate sheet.

Name MAUREEN POTICHA Affiliation

Address 1983 MADISON ROAD
YARDLEY, PA 19067

P5

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I HOPE THIS PROJECT HAS TAKEN IN THE EFFECT OF LETS SAY A 2,020 I-95, PA. TURNPIKE INTERCHANGE OPEN IN BRISTOL TOWNSHIP PA. JUST IMAGINE IF I-95 WAS COMPLETED TO NORTH JERSEY AS ORIGINALLY ENVISIONED IN THE 1950'S.

Use both sides if necessary or attach separate sheet.

Name MR. WALTER R. JONES Affiliation CITIZEN OF BUCKS COUNTY

Address 315 STELLE RD. BLDG. A-3
FEASTERVILLE - TREVOSE, PA.
19053-4765

P6

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Having attended the original hearings years ago, I am dismayed to learn of a proposed toll on the new bridge. When that was not even mentioned originally. I feel the ~~tax~~payers have not had input regarding this. Tolls will change the nature of easy access that we have enjoyed, even without needing to stop to pay.

Use both sides if necessary or attach separate sheet.

Name _____ Affiliation _____

Address _____

P7

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I LIKE THE CLEAR NOISE BARRIERS I SAW ON RTE 18 IN N.J. IT MAKES THE NOISE BARRIERS LOOK SMALLER + LESS OBTRUSIVE.

Use both sides if necessary or attach separate sheet.

Name _____ Affiliation _____

Address _____

P8

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

As a resident of Longshore Estates, the lack of a sound barrier extending the length of the current "rest area" is of great concern. It seems absurd to expect noise levels to not be impacted in our development with out some noise barrier in this area.

The representatives have assured me that there will be no increase in noise, but has not provided any details or evidence of such.

Use both sides if necessary or attach separate sheet.

Name Brian Fink Affiliation Resident

Address 1506 Pownal Dr
Yardley PA 19067

P9

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

THE STATE AND EVERYONE SUPPORTING A TOLL ON THE SCUDDERS FALLS BRIDGE SHOULD BE ASHAMED OF THEMSELVES, WE PAY ENOUGH TAXES IN THIS STATE AND THIS IS JUST ANOTHER WAY FOR POLITICIANS TO FILL THEIR POCKETS,

BORN UNDER A DEMOCRATIC GOVERNOR - REMEMBER ELECTION DAY

Use both sides if necessary or attach separate sheet.

Name BARBARA GEFFKE Affiliation

Address 57 HALGATE RD LANGHORNE PA

P10

The Scudders Falls Bridge is congested enough without the erection of a toll barrier which will only further impede the flow of traffic.

Let's call the toll booths what they really are--tax booths. We already pay enough taxes. In fact, every time we purchase gasoline we pay federal and state taxes used to build and maintain roads and related infrastructure such as bridges.

I have already contacted my congressman and expressed my views to him on this matter.

Should these toll/tax booths become a reality at election time we will remember those that supported these toll/tax booths as well as those who failed to speak out against it or remained silent.

Thomas & Barbara Gefri
Langhorne PA

P11

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

This is a very welcomed Project. I look forward to its soon Completion. I live in U. Makefield Twp and use this Bridge and 95 frequently. Good Luck and Please keep me informed on Progress!

Brian Glancy

Use both sides if necessary or attach separate sheet.

Name BRIAN GLANCEY Affiliation The Albyn Co. Phila., PA

Address NEWTOWN, PA

P12

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Go green, please build the pedestrian/ bike option.

Use both sides if necessary or attach separate sheet.

Name Bob Heil Affiliation Tax Payer

Address 210 Hazel Ave
Ewing, NJ, 08638

P13

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

BIKE/WALKING PATH should DEFINITELY BE INCLUDED. DO NOT THINK SHORT TERM. THE BENEFITS OF THIS COMPLETELY OUTWEIGH ANY ADDITIONAL COSTS.

Use both sides if necessary or attach separate sheet.

Name Bob HUTCHINSON Affiliation Homeowner

Address 1616 FAIRFIELD RD
YARDLEY PA 19067

P14

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I am concerned about the traffic on Bear Tavern road specifically on "Washingtons Victory Trail. This area is historic and currently being nominated for historical preservation & nomination, Would you please let me know what traffic studies have been done with the auxillery lane to Bear Tavern Road. Also, has the historic significance been discussed? Will you do archeological studies? Wetland studies? Please email me to let me know the answers to my questions. I live on Bear Tavern Road next to Janssen Pharmaceutical. My home was built in the early 1700's. The Bear Tavern Road was George Washington's route to Trenton where he achieved the victory over the Hessians, thus the Turning Point in the Revolutionary War. I hope this has been looked into carefully as to not disturb this historic trail. Also, is this is a direct reason as to the proposed re-alignment of Bear Tavern Road (destroying the Victory Trail)?

Use both sides if necessary or attach separate sheet.

Name Beth Kerr Affiliation "Coalition to Save the Victory Trail" www.Save the victory trail.com

Address 1139 Bear Tavern Road
Titusville NJ 08560

Beth Kerr

P15

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A • Please include a pedestrian/bicycle pathway in the project, with a link to the tow paths on both sides.

B • Please ensure there are parking areas near the tow paths, especially near the bridge. At a minimum, do not take away the existing number of parking spaces near the towpath, especially on the NJ side.

C • Please do not overlap construction with the Washington Crossing Bridge construction. I tried to get an update on the Wash Xing Bridge but did not receive a response to my e-mail. (just w/in the past week). I used the link on the web site.
• Have you considered the impact to the Wash Xing Bridge — during or after construction (especially if you intend on adding a toll to Scudders Falls)?

D • What will the toll be on Scudders Falls? When will it go into effect? If you do not plan to build toll booths, the idea of purely electronic tolls seems problematic. Where else is it used? What is the result? The problems? Success rate?

Use both sides if necessary or attach separate sheet.

Name Caroline Bennett Affiliation Traveller across bridge (daily + weekends) and avid cyclist

Address 28 Liberty St.
Newtown, PA 18940
c.bennett@comcast.net

P16

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A THE TRAFFIC CONGESTION NEEDS TO BE ADDRESSED. I COMMEND YOU FOR THE TIME & ATTENTION THAT HAS GONE INTO THE PLANNING.

B I WOULD APPRECIATE THE SAME CONSIDERATION TO BUILDING A BICYCLE & PEDESTRIAN ACCESS.
I BIKE ALONG THE PA & NJ TOW/BIKE PATHS & HAVE WANTED A WAY TO CROSS OVER THE DELAWARE AT SCUDDER FALLS.

Use both sides if necessary or attach separate sheet.

Name CAROL BURKHEAD Affiliation CONCERNED CITIZEN

Address 2510 ARROWHEAD DRIVE
LANGHORNE PA 19053

P17

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Our property is approx. HALF MILE ALONG EXIT RAMP S1 ON PA. SIDE OF THE RIVER AND ENDS ON TAYLORSVILLE Rd. We Are IN FAVOR OF A BARRIER (NOISE) However Are Concerned ABOUT HOW CLOSE to our PROPERTY LINE WHICH IS ON TOP OF HILL Will the NOISE BARRIER be CONSTRUCTED

We would FAVOR AN ESTHETICALLY PLEASING NOISE BARRIER WITH VEGETATION ON OUR PROPERTY SIDE AND KEEPING THE NOISE BARRIER ALONG THE EXIT RAMP but ONLY HALF WAY UP THE HILL

We would be GLAD to welcome members OF the DRJTBC COMMISSION TO VISIT OUR PROPERTY/HOME OFFICE AND SEE WHY WE ARE CONCERNED

SINCERELY
Camillo Bud DiDonato

Use both sides if necessary or attach separate sheet.

Name CAMILLO DIDONATO Affiliation ADJACENT PROPERTY
RUTH DIDONATO OWNER: TAYLORSVILLE
Address 27 SNOWDLANE RD RAMP P
YARDLEY, PA. 19067

P18

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Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Hello, My name is David Fiori, Sr. and reside at 140 Arlington Road, Yardley, PA 19067. I own over 25 acres in the project area. My concern is stormwater. I have a natural stream that runs through my tract. I have endured flooding and damage to improvements for over 40 years at this property. I have been told that most of this flooding is caused by drainage from 95. The late Mr. Tom Coyne of Lower Makefield Township has told me this time and again.

Please design and build to bring all stormwater to detention basins while preserving the Natural pre build 1960's flows of the Watershed and please stop the flooding. Thank you.

Use both sides if necessary or attach separate sheet.

Name David Fiori Sr. Affiliation

Address 140 Arlington Rd PO Box 266
Yardley, PA 19067

215-620-3186
Email. dfiori.inc2@verizon.net

P18 (Part 2)

Also responded w/ comment on a Public Hearing Comment Form P-18

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
2010 FEB -4 PM 1:37

David Fiori, Sr.
140 Dolington Road
Postal Box 266
Yardley, PA 19067
email:prospectfarm@verizon.net

February 3, 2010

Mr. Kevin Skeels
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

RE: Scudders Falls Bridge Improvement Project

Dear Kevin,

I am writing about my concerns for stormwater flooding, ground water preservation and recharge, and pollution. I own an approximately 25 acre
forest reserve,(Pennsylvania Forest Stewardship Program) along Dolington Road in Lower Makefield Township.

This tract is one of three small tracts in Lower Makefield that at one time was one of the original land grants from King Charles II to William Penn(March 1681)and to William Yardley in 1682. This tract has two ponds that feature fish, eels, turtles, and other aquatic life. Some streams in Lower Makefield are void of life, but not mine.Along this stream is where Yardley got it's reputation for ducks.(John McCormick's Duck Farm)ca.1902. Help preserve history.

I ask you to not discharge any additional stormwaters into this stream, and to eliminate any non source point pollution also. I believe that the rest area
sewage is not hooked up to municipal, and that could be adding to the pollution in the groundwater.

I ask you to use 21st century design in pervious asphalt for maximum ground water recharge. The natural springs that flow year round most likely recharge from area of your project as this is the Stockton Acquifer. As you may know the swale at the northbound side of your highway is always wet

and flowing. This does support water and groundwater flow. Please preserve this. Please repair the fence that traps trash and debris from entering
stream. Please add rip rap pools to slow the flow for better groundwater recharge.

I ask you look into what kinds of pollution are generated by the rest area. As this rest area was built in the late 1950's, I'm sure it is not connected to
municipal sewerage, and should be. Also what can be done with the pollution runoff from the many trucks that most always are leaking oil of some kind? It would be great if you could eliminate the rest area or restrict it to only passenger cars.

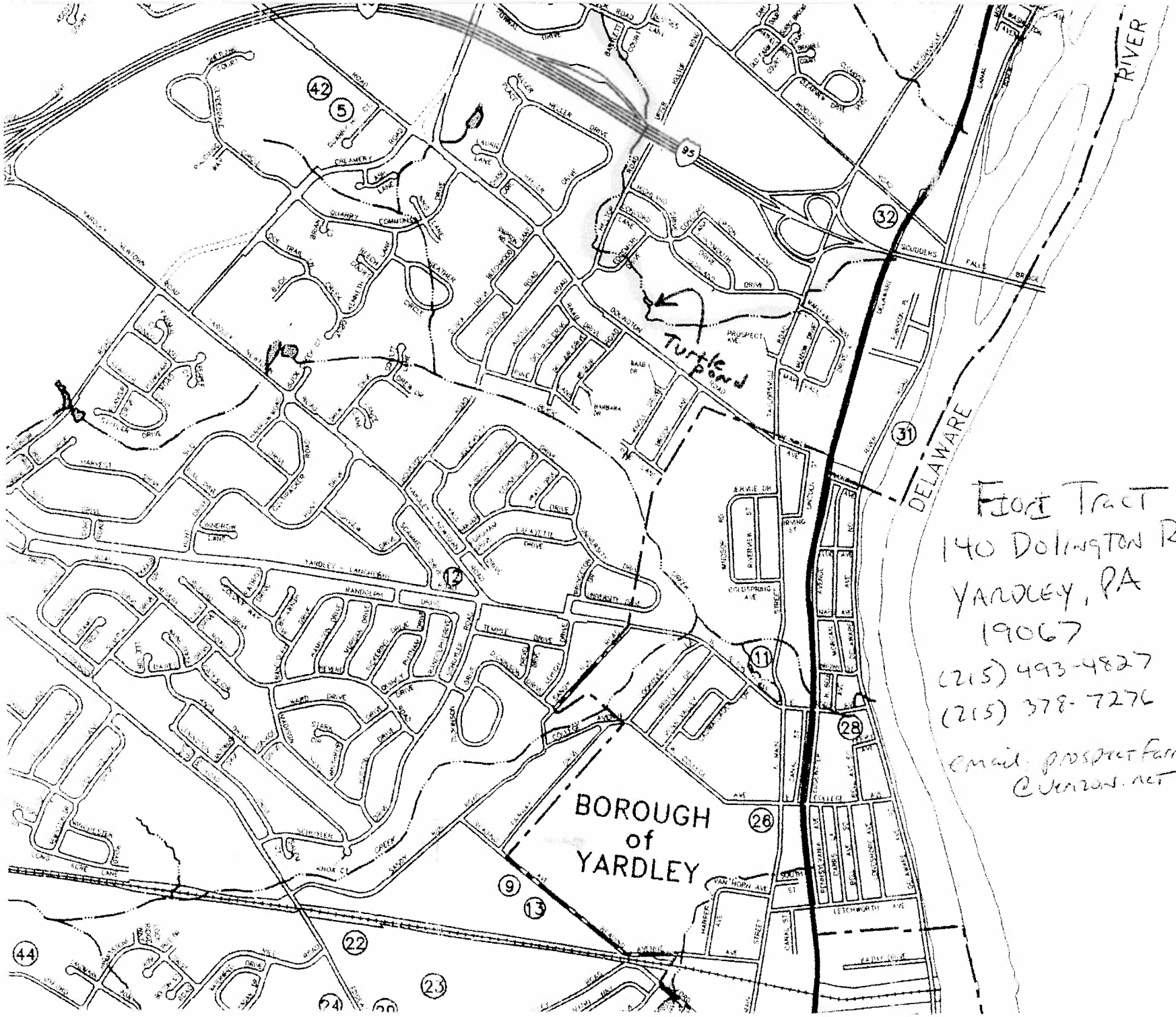
I ask that you do not disturb or kill the aquatic life in my ponds, and stream. I have hundreds of turtles in this pond noted on the enclosed map. I will most assuredly check this summer for endangered species.

Please call or email if I can be of further assistance.

Respectfully,

David Fiori, Sr.

encl: location map


BOROUGH of YARDLEY
DELAWARE RIVER
Turtle Pond
Flora Tract
140 Dolington Rd
Yardley, PA
19067
(215) 493-4827
(215) 378-7276
email: prospectfarm@verizon.net
BELL AVE. N. G-9
BELL AVE. S. H-9
BRIDGE DR. G-8
BROWN ST. G-9
CADWALLADER DR. H
CANAL ST. H-9
CARRS LA. H-9
COLDSPRING AVE. G
COLLEGE AVE. E. H-
COLLEGE AVE. W. H-
DELAWARE AVE. N.
DELAWARE AVE. S.
DOLINGTON RD. F-8
EDGEWATER AVE. G-
FERRY AVE. H-9
FLORENCE AVE. F-9
FLOD AVE. G-9
HARPER AVE. H-8
IRVING ST. G-9
JERVUE DR. D-8
LETCHWORTH AVE. H
LINCOLN ST. G-9
LONGSHORE AVE. H-
LOOKOVER LA. G-8
MAIN ST. N. H-9
MAIN ST. S. J-8
MAPLE AVE. G-9
MCKINLEY AVE. F-9
MORGAN AVE. G-9
PENNSYLVANIA AVE.
PENN VALLEY DR. H
POND AVE. H-8
READING AVE. H-8
RIVERVIEW ST. G-8
SAWDY RUN RD. G-8
SOUTH ST. H-9
VAN HORN AVE. H-
WINDSOR RD. G-8
-T-
Tall Meadow La. J-4
Tall Trees Rd. J-7
Taylorsville Rd. F-8, E-9
Tenth St. G-7
Terrace Dr. G-7
Terrapin Ridge Rd. K-8
The Creek Crescent K-4
Thistlewood Dr. C-8
Thorn Ct. G-4
Thorn Village Dr. B-6
Timber Lakes Dr. C-5
Tomlinson Ln. G-4
Tower Dr. H-10
Townsend Rd. K-8
Township Line Rd. J-2
Trellis Cir. G-4
Trent Rd. C-7
Tudor Ln. C-8
Twig Ln. F-4
Twin Brook Ct. C-8
Twining Rd. G-4
-U-
University Dr. G-7, G-8
Upton La. F-8
-V-
Valley Dr. M-7
Vernon Ln. I-8
Vickers Way K-9
Victory Dr. J-6
Village Rd. F-3
Violethood Ct. J-4
Volunteer Rd. K-6
-W-
Walnut La. N-9
Waltham Ct. H-8
Warren Ln. G-8

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Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

The corner of Highland Daive and Upton Lane is supposed to be 6 Highland Daive on your presentation maps not 2 Upton Lane

Thank-you,
Doreen Holmstrom
215-321-3247

Use both sides if necessary or attach separate sheet.

Name _____ Affiliation _____

Address _____

P20

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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I am strongely in favor of a pedestrian and bicycle path —

Use both sides if necessary or attach separate sheet.

Name D. Inverso Affiliation Homeowner

Address 16 Highland Dr Yardley PA 19067

P21

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Project Manager
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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

MY MAIN ISSUE IS TO CONTINUE THE SOUND BARRIERS ALONG THE REST STOP. DOESN'T MAKE SENSE TO HAVE A GAP. MY NEIGHBORHOOD WILL BE AFFECTED BY THE NOISE

Use both sides if necessary or attach separate sheet.

Name DOUG POTICAY Affiliation

Address 1483 MCCRICK RD

P22

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(Please mail by Monday, February 4, 2010.)

① The estimated Cost of the project beginning in 2004 has increased from approximately $180,000,000 to the current $310,000,000. The Delaware River Joint Toll Bridge authority had allocated about $140,000,000 at the start of the project knowing that that amount did not cover the cost of the project and it did not cover costs such as engineering & land acquisition. This appears to be irresponsible to budget a project in this manner.

② In 2004 the Project Executive answered a question at the Evening Hearing stating that no tolls were planned for this project. The DRJTBC announced a toll after its ~~2nd~~ Dec 2008 meeting.

③ No study has been performed which will ~~measure the~~ estimate the diversion of traffic from the bridge due to a toll.

④ Costs will increase if a toll is to be instituted since the engineer must perform a new noise & air quality study due to an altered traffic pattern. This study will increase the cost beyond $310,000,000.

⑤ The planned toll is "high speed." Tolls will be assessed using EZ-Pass & Cameras for those without EZ-Pass, a bill must be generated, sent to the driver, & followed up on. This increases the cost of the toll because of Ⓐ Equipment/Compliment Maintenance Ⓑ Cost of processing photos & identifying drivers, Ⓒ Postage Ⓓ Follow-up for Non-Compliance. These activities must either be performed by the DRJBC or out-sourced. ~~The~~ If DRJBC handles this, they must hire new staff to perform these duties. If it is outsourced, a contractor must be hired and it is assumed they

Use both sides if necessary or attach separate sheet. → on back

Name DAVID RUBIN Affiliation

Address 19 BERNARD DRIVE
EWING, NJ 08628

would receive a percentage of each toll they collect. Due to the inefficiency of the camera system, ~~the cost~~ (fee collection) the toll must be fairly high to cover all costs including a profit for the DRJBC to cover it costs to build + maintain the roadway.

~~Due to the already~~
Due to the already bloated cost of the project (the website states that this is the most expensive project ever undertaken by DRJBC) and any increased costs due to installing + maintaining the toll system; duplicating traffic, air quality + noise studies + inefficiencies inherent in a photo toll system, it is recommended that the proposal for a toll on the Scudders Falls bridge be rescinded.

Please fold and staple

STAMP

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

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Project Manager
Delaware River Joint Toll Bridge Commission
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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I AM WRITING IN SUPPORT OF ADDING A FOOT AND BICYCLE BRIDGE (OR LANE) TO THE PROPOSED SCUDDERS FALLS BRIDGE. FACILITATING ACCESS BETWEEN THE PA AND NJ PARKS IS IMPORTANT FOR FUTURE ENJOYMENT OF THE FACILITIES.
AS THE AREA BECOMES MORE CONGESTED IN THE YEARS TO COME, DEDICATED FOOT AND BIKE PATHS WILL BECOME MORE IMPORTANT, AND WILL BE HARDER TO PUT IN PLACE. DO IT NOW, WHILE THE REST OF THE CONSTRUCTION IS PERFORMED - IT MIGHT BE OUR ONLY OPPORTUNITY.

Use both sides if necessary or attach separate sheet.

Name FRANK BURKHEAD Affiliation

Address 2510 ARROWHEAD DR.
LANGHORNE, PA 19053

P24

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(Please mail by Monday, February 4, 2010.)

I am writing in support of the Dike/ped Path being considered for the project. This installation would enhance the project substantially by providing opportunities for walkers and hikers to enjoy the incredible scenery of the Delaware River.

As an elected official in Lower Makefield and a former elected official in Ewing Twp., I know there is significant support for this concept of building the path.

Thank you,
Greg Caiola

Use both sides if necessary or attach separate sheet.

Name Greg Caiola Affiliation Lower Makefield Supervisor

Address 929 Pickering Drive
Yardley, PA
19067

P25

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(Please mail by Monday, February 4, 2010.)

I THINK THE DESIGN IS EXCELLENT AND SHOULD HAVE
A BEEN IMPLEMENTED YEARS AGO.
I STRONGLY SUPPORT A PEDESTRIAN/BIKE CROSSING
IN THE DESIGN. IT IS AN IMPORTANT PART OF THE
TRANSPORTATION INFRASTRUCTURE FOR THE REGION.
B IF A PEDESTRIAN CROSSING IS NOT INCLUDED NOW,
IT WILL BE A MISSED OPPORTUNITY. I CANNOT STRESS
ENOUGH HOW IMPORTANT THIS IS.

Use both sides if necessary or attach separate sheet.

Name GEOFF GRUMMON Affiliation ARCHITECT

Address 1714 YARDLEY COMMONS
YARDLEY, PA 19067

P26

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(Please mail by Monday, February 4, 2010.)

A LOOKING AT THE PROPOSED MAP, I FEEL THERE SHOULD BE A ROUNDABOUT AT WOODSIDE ROAD AS WELL.

B ALSO I OPPOSE HAVING TOLLS ON THE BRIDGE. AS ONE OF THE MANY WHO WORK IN NJ BUT LIVE IN PA, I FEEL TOLLS WOULD DISRUPT THE TRAFFIC FLOW, EITHER BY THOSE STOPPING TO PAY, OR THOSE WHO WISH TO AVOID THEM.

Use both sides if necessary or attach separate sheet.

Name GEZIM ORANA Affiliation RESIDENT/COMMUTER

Address 4724 CARLISLE AVE, TREVOSE, PA

P27

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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

We live in a lovely neighborhood and want to keep it that way and protect the value of our home. We want sound barriers placed on the entire newly constructed 95.

Use both sides if necessary or attach separate sheet.

Name John M Anspacher Affiliation

Address 1388 Brentwood Rd
Yardley Pa 19067

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(Please mail by Monday, February 4, 2010.)

I would like noise barriers between Dellington Road and Quarry Road. We pay approximately $16,000 in taxes and would like to maintain the value of our home. We currently can not sleep with our windows open. The expansion will only make this worse

Use both sides if necessary or attach separate sheet.

Name John Anspacher Affiliation

Address 1388 Brentwood Road
Yardley Pa 19067

P29

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(Please mail by Monday, February 4, 2010.)

Hello: My name is James H. Astbury

I was wondering where the toll plaza may be constructed, on the north or south bound lanes? If such a plaza is constructed, would it interfer with our properties on the north side in New Jersey?

Please E-mail me with your response at

Jast@verizon.net

Use both sides if necessary or attach separate sheet.

Name James H. Astbury Affiliation Resident Block 423.01 Lot 157 New Jersey

Address 1050 River Rd. Ewing N.J. 08628-2102

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(Please mail by Monday, February 4, 2010.)

* Bike Lane Request!! *

→ Highly utilized by cyclists (Bucks Co. is famous for it) Area

⇒ Would Bike to work

→ Park & Ride → Good Place for cyclists from Philly to Park & ride in Bucks or Mercer

Thanks

Use both sides if necessary or attach separate sheet.

Name Jan Marosch Affiliation Mercer Oak
200 Princeton South Corp Ctr
Ste 270 08628

Address 160 Country Ln
Langhorne PA 19047

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(Please mail by Monday, February 4, 2010.)

I AM AN AVID CYCLIST AND A MEMBER OF 2 LOCAL BICYCLE CLUBS - PRINCETON FREE WHEELERS AND CENTRAL BUCKS BICYCLE CLUB. I FREQUENTLY USE THE BICYCLE/PEDESTRIAN PATHS ON BOTH SIDES OF THE RIVER. I FULLY SUPPORT THE CONSTRUCTION OF THE OPTIONAL PEDESTRIAN/BICYCLE FACILITY. I KNOW THAT IF CONSTRUCTED IT WILL BE USED BY MANY.

Use both sides if necessary or attach separate sheet.

Name JOSEPH A MILLER Affiliation

Address 414 MUSKET DR
MORRISVILLE PA 19067

P32

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(Please mail by Monday, February 4, 2010.)

I attended this evenings meeting at the Sheraton. I share the concerns of the multiple individuals who request that a pedestrian/bicycles access way be implemented in the final design. Bridges are built as a means of transportation for people to get from one side to the other. Please keep this in mind as you are focusing on the automobile access which, I agree, is very important.

Thank you

Use both sides if necessary or attach separate sheet.

Name Mike Joseph Affiliation Lower Makefield resident

Address 25 West Ferry Rd Yardley Pa 19067

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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

THANK YOU FOR A WELL RUN HEARING.
MY COMMENTS ARE AS FOLLOWS:

A - STAY COMMITTED TO SOUND BARRIERS

B - PLEASE INCLUDE THE BIKE LANE TO PROVIDE ACCESS TO THE TOWPATHS

C - PLEASE DO NOT INCLUDE A TOLL ON THE BRIDGE

THANK YOU

1.20.10

Use both sides if necessary or attach separate sheet.

Name MICHAEL PROBST Affiliation

Address 32 HIGHLAND DR
YARDLEY, PA 19067

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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A First, I'm supportive of this brg b/c of the traffic it handles.

B As for tols, I think it's a great idea to toll the brg. When ~~they~~ building the bridge, it'll cost a lot. + people who travel on the other bridges shouldn't have subjected to higher tols for a bridge they don't use.

C I'm curious about bikepath. ~~What does~~ Why would the brg ~~not~~ include a bikepath? (There is a possibility that it may not be built).

Use both sides if necessary or attach separate sheet.

Name Mario L. Affiliation

Address Trenton, NJ

P35

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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

If optional pedestrian + bicycle crossing environmentally friendly moving into two large Bike paths one in New Jersey one in Pa.

Use both sides if necessary or attach separate sheet.

Name P Cawthle Affiliation

Address 16 Maplevale Drive
Yardley Pa 19067

P36

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(Please mail by Monday, February 4, 2010.)

Consider a uniform barrier height of 18' along the southbound side of 95 instead of the proposed 18' and 6' design as future growth will demand the higher barrier by the time the project is completed.

Use both sides if necessary or attach separate sheet.

Name R George Affiliation

Address 4 Frederick Lane, Ewing

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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

OUR COALITION IS OPPOSING MERCER COUNTY'S PLAN TO REPLACE THE 1882 HISTORIC JACOBS CREEK BRIDGE ON BEAR TAVERN ROAD (SR-579) WITH AN UNLIMITED WEIGHT HIGHWAY SPAN THAT WILL ALLOW TRACTOR TRAILERS ON 579 NORTH OF THE BRIDGE AS WELL AS DRASTICALLY INCREASE THE VOLUME OF TRAFFIC IN THIS RURAL FARM AREA. 579 IS A BYPASS FROM I-95 TO US-202 BY AVOIDING MOST OF RTE. 31 WHICH HAS A LOT OF TRAFFIC LIGHTS.
WE BELIEVE MERCER COUNTY IS PUSHING THE NEW BRIDGE ON 579 TO RELIEVE RTE. 31 TRAFFIC. RESIDENTS ARE 99% OPPOSED TO A NEW BRIDGE AT JACOBS CREEK WHICH WILL DRASTICALLY CHANGE THE RURAL CHARACTER OF BEAR TAVERN ROAD AND ARE WORKING TO HAVE THE HISTORIC 1882 BRIDGE REHABILITATED. AND OF COURSE, THE EASTBOUND REPLICATED ADDITIONAL LANE FROM SCUDDER FALLS BRIDGE TO BEAR TAVERN ROAD (579) WILL EXACERBATE IF NOT DOUBLE THE AMOUNT OF TRAFFIC & BY ITS NATURE REDUCE PROPERTY VALUES OF BEAR TAVERN RD. RESIDENTS.
A NEW HIGHWAY SPAN OVER JACOBS CREEK WILL ALSO DESTROY THE VICTORY TRAIL THAT GEORGE WASHINGTON & THE CONTINENTAL ARMY PASSED ON THE WAY TO CHANGE THE COURSE OF THE WAR OF INDEPENDENCE - THE ONLY AREA BESIDES WASHINGTON CROSSING STATE PARK WHICH REMAINS essentially PRISTINE AS IT WAS IN 1776.

Use both sides if necessary or attach separate sheet.

Name ROLLIN LAFRANCE Affiliation COALITION TO SAVE THE VICTORY TRAIL & JACOBS CREEK BRIDGE (NJ SR-579

Address 10 LUPINE LANE
TITUSVILLE NJ
08560

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I-95/Scudder Falls Bridge Improvement Project
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Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I Fully support a pedestrian and bike path be included as part of this project to connect up Trails on both sides of the river.

Use both sides if necessary or attach separate sheet.

Name STEVE Donohue Affiliation

Address 30 Apple Valley Drive
Langhorne PA
19047

P 39

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

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Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I believe the pedestrian/bicycling addition on the project would be worthwhile to connect the two bike paths.

Use both sides if necessary or attach separate sheet.

Name Sandra Wallender Affiliation

Address 133 Center St. Apt 2
Morrisville, PA 19067

P40

I-95/Scudder Falls Bridge Improvement Project
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110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A I am in favor of a new safer transportation facility with improved traffic capacity handling features. I have seen such facilities constructed further South on Rt. 95 and it is long overdue at the Scudder Falls. Telling as the source of

B construction, maintenance and operations should be dedicated only to the river crossing(s) and not unrelated ventures or facilities. The Toll Schedule should be a matter of public knowledge for a forward looking forecast of - say 5 years.

C The project construction period and implementation should minimize traffic impacts by reducing the construction schedule and through a well executed plan.

As an economic stimulus opportunity every effort should be made to accelerate the project into the construction phase. This will not only benefit the economy but will reduce greenhouse gas emissions from lengthy traffic delays in the current situation.

Use both sides if necessary or attach separate sheet.

Name Thomas Spath Affiliation Resident

Address One Donavan Rd
Pennington NJ
08534

1/19/10

P41

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

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Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Hello, My name is Vic Fiori, I am a 40 year resident of this project area.
Please build this project to:

A 1. Restore my watershed to pre 1960's before highway destroyed my watershed.

B 2. Preserve wildlife and allow wildlife passage through project and sound walls.

C 3. Build pedestrian bike access.

Use both sides if necessary or attach separate sheet.

Name Victor Fiori Affiliation

Address 140 Washington Rd PO Box 266
Yardley, PA 19067
215-378-~~7266~~
7276

P42

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

We are dismayed to see that our neighborhood is being skipped by the sound barriers. I'm told that it is because the other sections (which are getting the sound barriers) have homes directly adjacent to I-95, while ours are adjacent but buffered by a narrow field. I am also told that the measurements of the highway noise in our neighborhood do not meet the projected threshold of 60 decibels.

Please consider that despite these two facts, the noise level in our neighborhood is so disturbing that after buying our house 1½ yrs ago we immediately regretted the $800,000 purchase. We did not hear the noise when we previewed the house because it was a windy, snowy day. When we moved in, and since then, we heard the highway ALL NIGHT with the WINDOWS CLOSED. Before buying this house, we rejected other similar homes due to highway noise. Therefore, in addition to the daily discomfort, we also fear difficult/low value resale.

Use both sides if necessary or attach separate sheet.

Name Zoë Anspacher Affiliation HOME-OWNER

Address 1388 Brentwood Rd.
Yardley, PA 19067

P 43

Edward Pennell
97 Kyle Way
Ewing NJ 08628

George G. Alexandridis, P.E., Chief Engineer
DRJTBC
New Hope Headquarters and Administration Building
2492 River Road
New Hope, PA 18938-9519

Dear Sir:

In this neighborhood there are two of the best bicycle facilities in the United States, the Delaware Canal State Park in Pennsylvania and the Delaware and Raritan Canal in New Jersey. . However, like many bicycle facilities, they are not well connected to each other and to the surrounding communities. The I-95 Scudders Falls Bridge replacement project is an opportunity to provide for connection between these two excellent, scenic and lengthy bicycle facilities. The NEED is strong for a river crossing for bicycles and pedestrians.

Neither Calhoun Street nor Washington Crossing bridges are adequate and there are no plans to upgrade these obsolete bridges. The frequency of bridge construction on the Delaware is very infrequent. If this bridge is designed without the bicycle component, there will not be another chance to develop a river crossing for bicycles for many years, maybe decades. Therefore, now is the time to add the bicycle and pedestrian crossing of the Delaware River to the I-95 Scudders Falls Bridge. The cost will only be a marginal increase to the overall project cost. There will be a positive cost/benefit ratio due to the tremendous public benefit that will result.

The State of New Jersey recently enacted a Complete Streets Policy. It means that the Design and Construction of transportation facilities must address all potential users. Building the -95 Scudders Falls Bridge as a motor vehicle only bridge would leave out the bicyclists and pedestrians. A bicycle and pedestrian crossing of the Delaware River must be added to the I-95 Scudders Falls Bridge.

Thank you for allowing me the opportunity to comment on this important decision.

If you have any questions, please contact me at the above address or on 609-434-1174.

Sincerely,

Edward Pennell, P.E.

P44

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

We live in the Makefield Brook development. Our homes are only a few hundred yards from Rt 95. We are very distressed that many neighboring developments are being protected by sound walls, but not ours. The noise from Rt 95 can be very loud depending upon traffic levels and wind direction. The proposed expansion will only make this situation worse. I have reviewed the noise wall maps and suggest you revise the criteria. Your proposed project will adversely impact our quality of life and our home values.

Use both sides if necessary or attach separate sheet.

Name David A. Pinchuk Affiliation Residents
NINA ELG-PINCHUK

Address 1345 Flowers Ct.
Yardley, PA 19067

P 45

2010 JAN 25 PM 3:14

221 Taylorsville Road
Yardley, PA 19067-1329
January 26, 2010

Mr. George G. Alexandridis
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

Sir,

I would like to obtain a copy or copies of different dates of traffic counts / flow surveys from the recent past for the interchanges closest to the I95 Bridge. I'm very concerned that the proposed design of the interchanges during peak travel periods will cause a back up of traffic. I'm particularly interested as to the type and size of the vehicles entering and leaving at these interchanges, their arrival from and departure for be it north or south bound on Taylorsville Road and Route 29. I'm looking for traffic count maximums for short periods of time such as 5 minutes and the traffic engineering study to determine that the exit traffic lights or traffic rotary can handle the peak flow. I'm also interested in a past traffic flow count during peak periods of the Taylorsville Road / Woodside Road intersection showing the directional count of vehicular travel for a short period of time at morning and evening peak periods. Hopefully your traffic surveys from the past have included a study and listing of all traffic accidents as to time of day and type, such as rear ending or side swipe etc. for both NJ and PA interchanges. I'm familiar with a few locations in New Jersey where small diameter roundabouts have been installed in down town locations in recent years where traffic speeds are already low and very few tractor trailer trucks do navigate them with difficulty. Hopefully your engineering survey has flow / count surveys after these roundabouts have been in use for a while. What is the traffic engineering report for the Route 29 for flow capabilities from each direction with small and large vehicles approaching at elevated rates of speed?

May I suggest that the existing westbound exit ramp to northbound Taylorsville Road not be eliminated but moved a little east and come down on the east side of the park and ride lot. Provide a left turn entrance into the park and ride lot. Widen Woodside Road from the I95 exit location to Taylorsville Road to provide for a right hand turn lane for those that travel north on Taylorsville Road. A study of the flow into and out of the parking lot may suggest that an entrance and exit would be desirable on Taylorsville Road. This idea would leave the west bound exit to southbound Taylorsville Road as is and eliminate a third traffic light in a short stretch of road that possibly will cause delays at peak periods.

On the Route 29 interchange location I'm interested in what the original designed existing configuration ideal maximum flow was calculated at for each direction. The existing configuration evidently is not restricting flow. I'd like to know a factual reason in detail as to why it's current lay out evidently hasn't been considered as part of the bridge up grade.

Please provide me with the actual traffic count across the bridge for multiple week day dates during the morning and evening rush periods possible in 15 minute to 30 minute intervals. Hopefully one or two of these counts are for a period when the Morrisville Toll Bridge was under construction and one or two are for before that construction started. Although I'm not real interested in after the Morrisville constructed ended for with the down turn in the economy I suspect that the count may be decreased on both bridges.

I have gone to a library and attempted to locate the factual information requested above but have been unable to locate it in the three books. I have requested a copy of the Compact Disk of the books contents from your consulting group but it has not arrived. Please only provide me with actual counts, if a count has not been performed as stated above tell me so and if that particular count is going to be done soon or prior to final design changes.

If the above becomes partially available and is convenient would it be possible for me to pick it up in Morrisville with one or two visits? If the information requested cannot be available a few days before the public comment period in February ends please tell me so. My telephone number is 215-801-9825.

Thank you,

Richard Adams

Richard Adams

P46

1

Joe Grilli

From: A. MICHAEL BROENNLE [amichaelbroennle@yahoo.com]
Sent: Saturday, December 19, 2009 7:34 PM
To: Scudder Falls Bridge
Subject: Proposed Scudders Falls I95 bridge replacement

Kevin Skeels, PE
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

Dear Mr. Skeels,

I write in support of including a pedestrian / cyclist lane on the new I-95 bridge across the Delaware River at Scudder's Falls. This decision should not hinge on the additional cost any more than increasing the number of motor vehicle lanes hinges on their cost. In the past accomodations for pedestrians and cyclists have not been part of the design of most of the major bridges across the Delaware River. Now with a new design we can help correct that deficiency. The users of such a facility are tax payers; most drive automobiles. Out of necessity or for pleasure they do some, most or all of their travel without cars. This benefits their health and the environment. They should be accomodated in this project.

Thanks for your attention in this matter.

A. Michael Broennle
Treasurer, Delaware Valley Bicycle Club
PA Committee member, East Coast Greenway Alliance
Member, Bicycle Coalition of Greater Philadelphia
Member, Delaware County Committee
Member, Chester County Cycling Coalition

P47

2

Joe Grilli

From: Susan Dannenberg [susandannenberg@gmail.com]
Sent: Saturday, December 19, 2009 3:32 PM
To: Scudder Falls Bridge
Subject: Pedestrian/bicycle path

Please include a pedestrian/bicycle path in the new bridge construction. This is a key recreational area and this crossing would facilitate access for both PA and NJ residents.

Susan Dannenberg
susandannenberg@gmail.com

P 48

3

Joe Grilli

From: Boris Suchkov [boris256@gmail.com]
Sent: Friday, December 18, 2009 10:54 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge I-95 draft Environmental Assessment comments

I would like to express my strong belief that current trends in stagnant/declining traffic volumes will continue, and proposing a bridge with this many lanes is absolutely unnecessary. It may be explained as a stimulus project, at best. And this design is considered realistic while it gives no guarantees regarding the pedestrian/bicycle lane!

A wide lane, or two, for non-motorized traffic should be an absolute, non-negotiable requirement for the Scudder Falls Bridge. Pedestrian and bike traffic constitutes the only kind of traffic over this bridge that is projected to grow. "The addition of a bicycle and pedestrian facility on the southbound side of bridge is being considered" is a statement that denies reality and continues the 60-year-old trend of treating people not driving cars as second class citizens. A first-class bicycle and pedestrian facility absolutely must be put in.

Thanks,

Boris.

P49

4

Joe Grilli

From: Linda [lingold8@verizon.net]
Sent: Monday, December 21, 2009 7:04 PM
To: Scudder Falls Bridge
Subject: Walls

Just a note to request that if you build any walls on the sides of the roads that they are built like the ones in NJ with trees in front of them.

Thanks!!!

P50

5

Joe Grilli

From: Binns, Nat [Nat.Binns@mail.house.gov]
Sent: Tuesday, December 22, 2009 10:28 AM
To: Scudder Falls Bridge
Subject: Staging Location

Good Afternoon –

Our office has received correspondence from several constituents inquiring about whether the staging location for construction on the Scudder Falls Bridge will be on the PA or NJ side of the river. Any information you could provide me to answer our constituents would be greatly appreciated. Thank you for your help.

Nat Binns

District Director

Congressman Patrick Murphy

(215) 826-1963

Nat.Binns@mail.house.gov

P51

6

Joe Grilli

From: Tony Ferello [tony_ferello@yahoo.com]
Sent: Tuesday, December 22, 2009 12:08 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge Improvement Project Comment

Hello,
I'd like to thank you for allowing public comments on what I consider an extremely important area project that is well overdue. I commute across the Scudder Falls Bridge every week day from Bucks County into New Jersey to work and agree that something needs to be done to address the overwhelmingtraffic situation on this bridge. Although I am in full support of replacing the current bridge, I'd like to comment on some aspects of the proposal.

A

1. Implementing a Toll system - I have enjoyed convenient toll-free travel to work into New Jersey for 10 years now so I hesitate to welcome an additional travel expense to my already strained budget. I'd like to see some expected toll fees with expected future increases for an additional 5 years published well in advance of this change. Also a possible discount for daily commuters going both directions would be appreciated.

B

2. Pedestrian and Bicycle access - I do not feel this is necessary due to the fact that there is no commercial, no entertainment and sparse residential areas that would benefit from this access.

C

3. Sound Barriers - I don't support the additional costs this will incur due to the same reasons mentioned in my comments on the Pedestrian and Bicycle access proposal. I don't feel there is a enough of a population presence in the immediate bridge area to justify the spending for these barriers. I recommend using natural landscaping solutions like additional trees/shrubs and man-made soil barriers which would be more beneficial to the environment.

D

Thanks again for considering my comments and I look forward to hearing about the progress of this project!

Tony Ferello
A Concerned Commuter

P52

7

Joe Grilli

From: fishermen1@hotmail.com
Sent: Tuesday, December 22, 2009 2:45 PM
To: Scudder Falls Bridge
Subject: Jim, from Ewing NJ

I think you need to update your ssudderfallsbridge.com web site . It says the new i-95 bridge will not be a toll road. under the FAQ.
The paper today says it will be a toll road.

I can see why you want to make alot of money for the toll because alot of pople work on RT-1 and you will get a good buck for each car. But it not fair for the poeple that live in Ewing NJ that use the bridge now and then to go over it to the malls and stores on the weekends. Ewing NJ is not a rich city like Washinton DC or Phil. PA. I can see those are risher poeple that live there and work there.
and I will be at the meetings to vote it down.

Hotmail: Trusted email with Microsoft's powerful SPAM protection. Sign up now.

P53

8

Joe Grilli

From: Michael McGettigan [michaelmcgettigan@mac.com]
Sent: Tuesday, December 22, 2009 9:12 PM
To: Scudder Falls Bridge
Subject: Bike path

Greetings.. this is a note requesting that the new Scudders Falls Bridge include a dedicated bike path suitable for year-round use and access.

Such a path will be a tiny fraction of the bridge's cost, and will add greatly to the connections between cities, communities and two great states.

We must find more and greener ways to commute and to enjoy recreation-- this path will make all the paths on either side of the river that much more valuable.

Thanks for doing the proper thing--which is also the cost-effective way.

Adding a path later will surely cost more.

sincerely,

Michael McGettigan

Philadelphia

P54

Joe Grilli

From: Steve Buch [sad490@comcast.net]
Sent: Tuesday, December 22, 2009 11:04 PM
To: Scudder Falls Bridge
Subject: Proposed Toll Collection

So let me get this straight. I have an EZPASS so I would pay a toll. But a trucker or tourist or drug runner from Florida driving to New York or Boston would have his tag photographed and then would be sent a bill. And you actually think he will send you a check? And if he doesn't, you will spend how much to collect? What universe are you people living in? The burden of the tolls would rest on the shoulders of local residents while others who choose not to pay will get a free ride. I think it is time for a reality check!

Stephen Buch
Lower Makefield Twp., PA

P55

10

Joe Grilli

From: Richard Bassett [rmbassett3@verizon.net]
Sent: Wednesday, December 23, 2009 6:52 AM
To: Scudder Falls Bridge
Subject: Tolls for Scudder Falls Bridge

I was very disappointed to read on NJ.com <http://www.nj.com/news/index.ssf/2009/12/scudder_falls_bridge_replaceme.html> that tools are now included as part of this project. I enjoy living in New Jersey. However, this is not a necessity for me or my family.

Given the current business climate in NJ, i.e., a rather unfriendly business taxes, and the shifting of jobs, why should I stay? I can relocate to the other side of the river and pay fewer taxes and get better schools and universities. Why would we consider making this more difficult for NJ residents to work in PA? I can choose to relocate, many cannot.

Also, how can adding tolls help the congestion? I understand that there are high speed EZPass systems available. However, we would then need to add at least one additional lane to each side to allow for cash/EZPass. This would expand the road system even more and would not alleviate the additional burden on NJ residents. Could this by a ploy to stop people from PA working in NJ?

I would be very pleased if the commission would remove the consideration of adding tolls and revert back to the original proposal that did not include tolls.

I look forward to reading about the Commissions decision.

Richard M Bassett
524 Latona Ave
Ewing, NJ 08618

P56

11

Joe Grilli

From: Doug Potkay [depotkay@yahoo.com]
Sent: Wednesday, December 23, 2009 5:19 PM
To: Scudder Falls Bridge
Cc: RepSantarsiero@pahouse.net
Subject: No Toll booths

Re: New Scudder Falls Bridge

No Toll booths!! The purpose of adding a lane to each side of the bridge was to alleviate the traffic congestion. So, now that toll booths are being added traffic again has to slow to a crawl to go across and get through the booths. I don't see the benefit if they add the toll booths. Why even build the new bridge???

Doug Potkay
1483 Merrick Road

P57

12

Kathleen Legere

From: milemaker01@comcast.net
Sent: Tuesday, December 29, 2009 6:20 PM
To: Scudder Falls Bridge
Subject: bridge toll

i disagree with widening of i-95 and replacing the scudderfalls bridge with a toll bridge.As an independant truckdriver this could add hundreds of dollars of added expense to an industry that is already taxed to death.Many drivers and myself included feel this would only be one more nail in the coffin in an attempt to put the small business trucker out of business.

P 58

13

Kathleen Legere

From: david wise [davewtruck@yahoo.com]
Sent: Tuesday, December 29, 2009 7:11 PM
To: Scudder Falls Bridge
Subject: tolling I 95 bridge

I am an independent trucker. There seems to be a constant effort to toll more and more highways. In this economy it is impossible to recoup increased expenses for those of us in the trucking industry. Our fuel taxes are meant to pay for roads and bridges and truckers already pay a large part of fuel taxes. I don't know how much more we can absorb and would like to see projects funded in amore equitable manner.One example I can point to is the increased toll at route 78,trucks increased from $4.00 to $16.00 a 400% increase cars fom $.50 to $.75 a 50% increase
thanks for the chance to comment, Dave Wise;Denver,PA

P59

14

Kathleen Legere

From: glw52300@aol.com
Sent: Tuesday, December 29, 2009 7:50 PM
To: Scudder Falls Bridge
Subject: Bridge Tolls

Why would you want to make this a toll bridge and have truck drivers pay the toll that you are setting for trucks when drivers pay enough money for road taxes fuel taxes and nobody is held accountable for this money.All you are going to do is force drivers to another route to take such as myself who uses this bridgeevery day sometimes 3-4 times a day. Lets be reasonable and start to hold those accountable for this money .and repairs for the bridge without tolling drivers .Penna land of high taxes how true this is.

P60

15

Kathleen Legere

From: ewp1954@aol.com
Sent: Tuesday, December 29, 2009 8:28 PM
To: Scudder Falls Bridge
Subject: toll

your putting truckers out of bussiness with all the tolls we have to pay,this toll goes up and you will lose my vote

P61

Kathleen Legere 16

From: incoming.yahoo.verizon.net [markfrogharris@Verizon.net]
Sent: Tuesday, December 29, 2009 9:14 PM
To: Scudder Falls Bridge
Subject: bridge tolls

I would like to express opposition to the proposal to toll the Scudder Falls Bridge. Doing this will put a burden on every traveler. Since the Federal government pays 90% of the cost of Interstate Highway construction, and this is a major one, there should not be a need to even consider tolling. It there is, raising the fuel tax would be a better way, and would allow for funding many other needed projects as well.

Yours truly,

Mark Frog Harris

PG2

Kathleen Legere 17

From: Matthew Jackson [mmjack62@msn.com]
Sent: Wednesday, December 30, 2009 8:17 AM
To: Scudder Falls Bridge; ooida@aol.com; david_tanner@landlinemag.com
Subject: Scudder Falls Bridge Toll OOIDA#887652

I'm A Motor Carrier, a small business from the Commonwealth of Pennsylvania. The DRJTB "COMMISSION" needs to remember, a toll any toll in the United States of America, is a TAX. When the Commission continues to TAX the People and hinder Commerce, Trade and Our Freedoms to travel as Americans, they are part of the problem, not the solution. The DRJTBC has become lazy, as most of our elected officials of this Great Nation. The Scudder Falls Bridge is part of the I-95 Interstate system, it is under federal jurisdiction. Our Federal Tax Dollars should pay for the new bridge, you know "Obama's Money". Being innovative is not about suggesting an EZ-Pass Express system or it's similar for the project. Innovation comes when The Pennsylvania and New Jersey Commission (aka Joint), create new ways of paying for Major projects, as is done throughout the World. The Commission's lazy way out, DOUBLE TAX the American People. Federal Tax Dollar Funding plus Tolls equals Double Taxing. As a Businessman, when My company needs new equipment and I can't afford it, I don't buy it. Come November 2010, the Politicians, you know your buddies, who where instrumental in positioning the Commission, will be reminded "WE THE PEOPLE" are alive and well.

OOIDA MEMBER # 887652

P63

18

Kathleen Legere

From: Stephen Izzi [steve@izzirigging.com]
Sent: Wednesday, December 30, 2009 9:08 AM
To: Scudder Falls Bridge
Subject: Bridge

I oppose any tolls on the Scudder Falls Bridge. As a trucking company that is already struggling to maintain a profit, any additional tolls would certainly cripple my operation. Customers are refusing to pay any accessorial fees, surcharges and tolls already. We are working for rates that were common in the 80's without being able to get increases from shippers. Please do not impose tolls on this bridge.

Stephen Izzi
CEO
Stephen Izzi Trucking & Rigging, Inc.
732.819.8100
steve@izzirigging.com

P64

Kathleen Legere 19

From: James Taylor [jhtaylor16674@yahoo.com]
Sent: Wednesday, December 30, 2009 9:32 AM
To: Scudder Falls Bridge
Subject: New Bridge

A toll bridge would be just another slam in the face to truckers who are expected to carry our products to us; however, everywhere one turns there is another 'cost' to them for their service. Build a new bridge, if necessary, but don't make truckers have to bear the bulk of the cost with a high toll to cross it.

P65

Kathleen Legere

20

From: joseph ciurciu [joey25980@yahoo.com]
Sent: Wednesday, December 30, 2009 12:42 PM
To: Scudder Falls Bridge
Subject: STOP THE INSANITY!!! PLEASE

For the life of me ,I don't know why???? Me as an owner/operator has to be targeted responsible for any and or all repair costs or increases in road costs. My rates have been driven down so far in the past 2 years that I'm barely surviving, never mind prospering. For you to propose this toll will only put me one step closer to being extinct... If thats what your looking to do. My family has been in the trucking industry for 3 generations and this is all I have and all I know. So please reconsider your thoughts on this. Thank you!

Joseph Ciurciu (A.R.C. Trucking LLc.)

P66

Kathleen Legere 21

From: thehallsplace2@aol.com
Sent: Wednesday, December 30, 2009 5:41 PM
To: Scudder Falls Bridge
Subject: out of business

Keep cutting our wages, adding cost to operate and increase fuel cost, and additional tolls will make sure i'am out of business. Need i say more!

P67

Kathleen Legere 22

From: runway318@aol.com
Sent: Wednesday, December 30, 2009 7:00 PM
To: Scudder Falls Bridge
Subject: Another toll ???

Dear Sirs... My husband and I own a truck and are thankful that we can deliver food and produce and be a team.. Do you sirs have any idea what truckers are paying to keep a truck on the road and keep a business solvent.. Have you checked the taxes we pay in each state.. the permits we have to buy... the price of a tractor license.. tractor insurance..maintenance (you think your car repairs expensive...The endless regulations and paperwork is so relentless you have to hire a CPA to stay legal,,any idea the price of one truck tire and then add 17 ...then we have the income tax... because most cities and towns oppose trucks and harass owners we have to pay to even park.. truck stops are even starting to charge to park over nite..we are paying massive pre pass prices already. now we hear of another toll which will affect many many trucks... Is there no end to the expectations of the deep pockets or is it total ignorance to the draining endless road fees ,bridge fees ..that truckers endure.. Is anyone listening....does anyone care what you are doing to the hard working drivers and companies ,Many which are already barely surviving...please don't add another toll.. please look at the hardship you are creating....

Sincerely,
Eva Thomas

P68

Kathleen Legere 23

From: Andrew [starline@isp.com]
Sent: Thursday, December 31, 2009 10:56 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge.

To Whom this may concern,

It has come to my attention that there is a section of interstate and to replace the bridge ?
It also has come to my attention that you now want to make it a "Toll" bridge.

I'm sure you have heard this time and time again.. NO !

I am a Owner Operator, it means I'm a truck driver that happens to own his own truck. As it stands I limit my operations in and out of NJ as it is due to the high costs of operating in your state. It appears to me that NJ wants to make sure there are no way in or out without having to pay, that is extortion. You say no, its a "User Fee".... OK, what about the **road tax** I pay, the **fuel tax**, the **IFTA** I pay and the **Heavy use** tax I pay... These are all taxes to operate on the nations highway including the state of NJ. We have a constitution and it clearly states no double taxation, but I'm being taxed 4 times and you want to add a 5th tax under the guise of a toll.

I'm sure you lack funds like every one else, funny how no one has any money, yet there are literally hundred of thousands of people on the welfare line eager to collect there food stamps and welfare money every month while half of them are trading it for drugs and whatever else they can get. I am almost willing to bet that if the state of NJ put forth half the energy in eliminating wasteful spending, they would have more than enough money to repair the bridge and expand the highway without putting up a toll facility.

I also realize the misconception they we can just pass the added expense of the toll to the customer... Sorry Charley it doesn't work that way. I have not ever seen where I can call my customer up and tell them I need $50 extra for tolls. They would just laugh and hang up and call someone else.

Let me ask you this much.... is it better to earn some money through raod, fuel and IFTA tax for operating in your state or $0 ?
I already have eliminated California from my operation and will probably eliminating another several states I don't operate in do to their heavy regulations and high road taxes. I'm sure I'm not the only one that is tired of being taxed to death only to have the door hit me out the way out as well.

Respectfully,

Andrew Soucy
15 yr trucker

P69

24

Joe Grilli

From: trukndawg@aol.com
Sent: Thursday, December 31, 2009 7:24 PM
To: Scudder Falls Bridge
Subject: I-95 proposed toll bridge

In regard to replacing the current 4 lane bridge with a 6 lane bridge and force the traveling public to fund it by placing a toll barrier there will not alleviate the traffic congestion. I travel the I-78 corridor almost daily and this toll plaza is nothing but traffic congestion central! The trucking industry is struggling with a poor economy, low rates and now here comes another government entity for more revenue. Gentlemen if this is the best you can do I am sure most of us would prefer to sit in traffic jams waiting to cross the Delaware River for FREE , than to sit in traffic waiting to pay for the privilege of doing so. Keep the current bridge.

Sincerely,
Brian Chapman

P 70

25

Joe Grilli

From: james mckee [jkmckeejr@gmail.com]
Sent: Friday, January 01, 2010 9:28 PM
To: Scudder Falls Bridge
Subject: raising tolls

to whom it may concern

the idea of rasing the toll for the scudder falls bridge will hurt the economy as my self being a owner operator independent driver i run on a extremely low profit margin i would actually quit running out there because of the costs versus the money to be made we can pass the cost on to the customer then they will pass it on to the consumer then the consumer will pay double buy the time they pay a toll and high costs to buy things the cost to operate a tractor trailer has more then tripled with out no extra increase in revenue just how much do yo all think we need to asorb of the cost of operation its pretty sad that a company driver clears more then a owner operator

thanx for reading this

j.k.mckee jr from jkmckeejr trucking

P71

Kathleen Legere 26

From: Jarid A. Jennings [jenningstrucking@hotmail.com]
Sent: Monday, January 04, 2010 7:59 PM
To: Scudder Falls Bridge
Subject: New toll bridge

To whom it may concern,

As an owner and operator of a small trucking company I would like to express my concerns about how so many "agencies" have come to the conclusion that tolls are the answer to their infrastructure problems. Well, they're not. More and more, people I know have decreased their usage of toll structures. Adjusting business operations, passing on the cost, rerouting commercial and personal traffic, and starting new ventures with tax advantages are a few of the ways that I and others have done to handle the burden of tolls, increased tolls and future tolls of proposed structures.

Taxes, when properly assessed (and properly administered), will be more than adequate for the purpose of maintaining our whole infrastructure. The tax base for our highways and byways is inadequate and has been for quite some time. Our leaders from all levels of government need to take a second look at where the money goes...certainly not where it is supposed to.

The taxes collected over the past 40+ years should have had incremental changes; which would provide for the upkeep of our infrastructure. Regardless, tax monies were collected to be used for such projects. Therefore, our tax money should not be used to build a toll bridge. Doing so would be akin to double taxation.

Thank you,

Jarid Jennings
Jennings Trucking
Gettysburg, PA

P72

Kathleen Legere 27

From: Binh Vo [binh.vo@dot.state.nj.us]
Sent: Tuesday, January 05, 2010 10:02 AM
To: Scudder Falls Bridge
Subject: Tolls for Scudder Falls Bridge

Good Morning Mr. Skeels,

I just read the article from Land Line magazine regarding tolls for Scudder Falls Bridge. The article stated that truckers could expect to pay $16.25 cash or $14.63 with E-ZPass to get across. My question is what would be the toll for cars? and would there be toll in one direction only? Thanks.

Binh Vo
Value Engineering
(609) 530-3632

P73

Kathleen Legere

28

From: Peter Dascoli [mantle777@ymail.com]
Sent: Wednesday, January 06, 2010 9:44 PM
To: Scudder Falls Bridge

i am an indepent trucker with the cost of fuel at 300 a gallon and the dot giving tickets out for every little thing to make money its not about safty no more its about money and now you are asking us to pay a toll on a bridge thats is free is unbeliveable i go over this bridge 6 times a day at 1650 each time will put me out of business like you are doing to all the big companys i think its time all of us truckers shut down and let you know how inportant you need us when your stores dont have no food on the shelves you will see how it feels we dont get reinburst for the tollsthe brokers are robbing us blind and now you want to do the same were is all the money that the president said that he giving to build the roadways and put people to work im letting you no now we are fed up and we will shut down if this goes in to effectall of us are together on this its up to you now

P74

29

Joe Grilli

From: David Odell [hausmithund1@verizon.net]
Sent: Friday, January 08, 2010 8:05 AM
To: Scudder Falls Bridge
Subject: Comment on the Scuder Falls Bridge

Dear Commission members:

Only a bridge that includes access for pedestrians and bicyclists is worthy of 21st century planning. We should not neglect these increasingly important, environmentally responsible modes of transportation.

Think of your children. Ask your children what they would do. Go ahead, ask them!

With the benefit of their simple vision of what is fair, I am sure you will find creative solutions and do what is right for everyone.

Thank you.

David Odell
2503 Waverly Street
Philadelphia, PA 19146 USA
001 215 545 6610
hausmithund1@verizon.net

P75

Kathleen Legere 30

From: Judy Asselin [Judy.Asselin@westtown.edu]
Sent: Friday, January 08, 2010 3:33 PM
To: Scudder Falls Bridge
Subject: Add the bike/walking path!

Please prepare our region for the 21st Century by including a new pike/pedestrian path on the bridge. There will be NO regrets on this decision, but regrets for not doing so will last decades.

Please do all you can to make this possible.

Judy Nicholson Asselin,
Sustainability Coordinator &
Middle School Teacher
Westtown School
975 Westtown Road
West Chester, PA 19382
Westtown urges you to consider the environment before printing this e-mail
610-399-7785
judy.asselin@westtown.edu
Learn more about Sustainability at Westtown at http://www.westtown.edu/about_westtown/sustainability.aspx

This email and its contents are intended for the private use of families and other constituents of Westtown School. If you have received this message in error, please do not disclose or use the information, and discard it immediately. Thank you.

P7.6

Kathleen Legere 31

From: Virginia Thompson [grepa430@msn.com]
Sent: Friday, January 08, 2010 8:02 PM
To: Scudder Falls Bridge
Subject: Comment on bridge design

Sir/Madam:

Please include a facility for bicycles and pedestrians to cross the bridge, since there are bicycle and pedestrian facilities at both ends of the bridge, including towpath trails on both canals. There is a long distance between the Calhoun Street bridge and the Washington Crossing bridge if a bicyclist or pedestrian wants to cross the river.

I frequent this area and sometimes bicycle and walk on the towpaths.

Thank you,

Tom Shaffer
430 Rutgers Ave.
Swarthmore PA 19081

P 77

32

Kathleen Legere

From: Al Porter [portera@mccc.edu]
Sent: Saturday, January 09, 2010 12:41 AM
To: Scudder Falls Bridge
Subject: cycle lane

Al Porter

20 Mountainview Rd

Ewing, NJ 08628

portera@mccc.edu

Delaware River Joint Toll Bridge Commission

RE: Scudder Falls Bridge Design

Dear Commissioners:

Please give the idea of a bike lane your must careful consideration as you move forward with the bridge design. Yes, I am a cyclist. I live in the shadow of the bridge on the Jersey side and would use this lane to travel across the river in lieu of using my automobile. For both economic and environmental reasons I am trying to minimize using my car for travel that can be accomplished by bike.

If the bridge is not designed to accommodate cyclists, I think it is quite likely that observers 20 years from now will by highly critical of our decision to build a structure that fails to recognize the clear trend toward reducing our carbon footprint. Conversely, the inclusion of the bike lane would serve the interests of those citizens who rely on bicycles for transportation (something I suspect will increase in the coming decades) AND it likely will stimulate others to consider the cycling alternative for short distance travel between NJ and PA. This is an opportunity we should not squander.

Thank you for your consideration.

Al Porter

January 9, 2010

P78

33

Kathleen Legere

From: jeffsn1@comcast.net
Sent: Saturday, January 09, 2010 8:12 AM
To: Scudder Falls Bridge
Subject: bike path on Scudder falls bridge

I support including a bicycle path on the reconstructed Scudder Falls Bridge.

Jeffrey S. Nyman
1241 Cox Road
Rydal, PA 19046

P79

Kathleen Legere

34

From: Benjamin MacDonald Schmidt [bmschmidt@gmail.com]
Sent: Saturday, January 09, 2010 9:27 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge

To whom it may concern,

I've been reading that there s debate over whether to include a pedestrian/bicycle walkway in the new Scudder's Falls/I-95 bridge. I would like to strongly encourage you and the commission to include one--it seems that the cost is quite reasonable, that it would be a great benefit to the surrounding communities, and that by its connections to the canal towpaths and to SEPTA tracks it would encourage the use of alternate means of transport. As a Princeton resident who quite often bicycles across the Delaware between Trenton and New Hope/Lambertville, I have often wished I could cross at the current I-95 bridge. Including access for a full range of transportations alternatives would be a responsible form of construction, now and in a future in which multimodal transport is hopefully more the norm.

Best,

Ben Schmidt
300B Halsey Ct.
Princeton NJ 08540

P80

35

Kathleen Legere

From: Ira Josephs [ira@craftech.com]
Sent: Saturday, January 09, 2010 10:39 AM
To: Scudder Falls Bridge
Subject: scudders falls bridge

Please include facilities for pedestrians and cyclists to cross the new bridge. It is more obvious each day that walking and cycling are essential and legitimate modes of transportation and are critical pieces to making life on our world sustainable. Please do your part.

Then you can work on bike/ped access to the other bridges like building a cantilevered pathway on the Commodore Barry Bridge.

Thank you very much.
Ira Josephs

P81

Kathleen Legere 36

From: Phin Tuthill [phint@comcast.net]
Sent: Saturday, January 09, 2010 3:20 PM
To: Scudder Falls Bridge
Subject: Include Bicycle & Pedestrian rights of way on the new Scudders Falls Bridge

We constantly hear about the need for more exercise, yet government officials and commissions rarely seem to see the need, wisdom or ability to create ways to do that. Including bicycle and pedestrian access over the Delaware River, in conjunction with the new Scudders Falls Bridge, will not only help do that, but is very necessary for our long term health and welfare.

If someone lives and works on opposite sides of the river, but can't drive a car, for any number of reasons, including it's cost, they need to be able to walk or ride a bicycle. And we need to give them a dedicated right of way. Currently, they would have to go at least 3 miles out of their way to cross the river on the Washington Crossing Bridge, and when they get there, they aren't allowed to ride their bikes on it, which would take them even more time.

If someone wants to combine exercise and visit a friend on the opposite side of the river, they would also have to go at least 3 miles out of their way to the Washington Crossing Bridge with the same circumstances.

If someone wants to combine exercise and shopping on opposite sides of the river, the same situation applies.

Perhaps even more important, every year quite a few bicyclists are severely injured or killed by drivers, who of course rarely stop to help. Most of this happens because there are few dedicated rights of way for bicyclists.

We need safe rights of way for those who want or need to walk or ride a bicycle -- for any reason. Incorporating this right of way in the new Scudders Falls Bridge is extremely important and must be included!

Sincerely,
Phin Tuthill

13 Decision Way West
Washington Crossing, PA 18977

w: 215 - 321 - 4545
h: 215 - 321 - 0781
f: 267 - 397 - 2076
e: phint@comcast.net

P82

37

Kathleen Legere

From: gordon heisler [heislog@yahoo.com]
Sent: Sunday, January 10, 2010 1:49 PM
To: Scudder Falls Bridge
Cc: heislog@yahoo.com
Subject: Scudders Falls Bridge - Comment on Bike Lanes

Commissioners and Officials of the Bridge Commission,

I strongly support the inclusion of bicycle and pedestrian lanes on the reconstructed Scudders Falls Bridge.

The current bridge configuration with a less than 3 foot wide pedestrian walk is dangerous and insufficient for any non motorized person or vehicle crossing the Scudders Falls Bridge. I have used the existing bridge as both a pedestrian and a bicyclist and it is a scary experience with trucks with wide mirrors flying by at 65 mph within 3-5 feet the where you are walking.

I am a resident of Washington Crossing, Pa and frequently use the two bike/canal towpaths on the NJ & PA sides. These parks are truly great resources for history, exercise as well as transportation. Unfortunately the pedestrian crossing at Washington Crossing bridge is narrow but it is seperated from bridge traffic. The Calhoun Street bridge is more accomodating to cyclists but accessing it necessitates leaving the canal path and winding through neighborhoods. A series of trail loops using the available bridges as crossings is possible when the New Hope, Stockton, Bulls Island and Frenchtown Bridges are included cycling routes.

Access across at Scudders Falls would enhance walker and cyclist options for interstate canal path loop routes and would be invaluable for commutation possibilities between the two states. I would be glad to discuss my reasons for strongly supporting the inclusion of bicycle and pedestrian access on the new Scudders Falls Bridge with you. Thank you for your consideration

Gordon & Barbara Heisler
98 McConkey Drive
Washington Crossing, Pa 18977
215 620 4247

P83

38

Kathleen Legere

From: bnncampbell@aol.com
Sent: Sunday, January 10, 2010 5:29 PM
To: Scudder Falls Bridge
Subject: Bear Tavern Road interchange

Dear Mr. Skeels:

I'd like to bring to your attention a dangerous condition within the scope of the bridge project.

I use the ramp from Bear Tavern Road to I-95 South most weeknights. It's a tense and potentially hazardous merge. It's on a slight curve, and entering traffic must share a short lane with exiting traffic, which means we must yield twice (once to exiting traffic, then to traffic already on 95). It's impossible to tell if vehicles in the right southbound lane of 95 are exiting until they're on top of us, so we basically can't enter the shared lane until the right through lane is clear as far as we can see.

The simple and cheap solution is to restripe 95 so that the southbound right lane must exit at Bear Tavern Road, then the lane begins again south of the interchange. I don't think this would disrupt traffic, since the right lane now ends a mile south anyway, at Rt. 29. (The capacity problem seems to begin at Rt. 29.) The expensive solution would be to rebuild the interchange so entering and exiting traffic don't share a lane, or to add a fourth southbound lane beginning at Bear Tavern Road.

Thank you.

David Campbell

P84

Kathleen Legere 39

From: Mary E. Mulderrig [mulderig@speakeasy.org]
Sent: Monday, January 11, 2010 12:04 PM
To: Scudder Falls Bridge
Cc: mulderig@speakeasy.org
Subject: Bikeway on Scudder Falls Bridge

To whom it may concern,

I am writing to state my support for the inclusion of a bikeway on the Scudder Falls Bridge. Providing cyclists and pedestrians with a safe and direct means of getting to the communities on either side of the bridge will have undoubtedly has a very positive impact on the economic outlook for businesses in these same communities. In addition, the quality of life for residents will be much enhanced.

I frequently visit both Milford, PA and Montague, NJ and regularly use the bikeway across the bridge there. It has been an enormous success for both communities.

Thank you for taking the time to consider my thoughts.

Sincerely,

Mary E. Mulderrig.

P85

40

Kathleen Legere

From: Priscilla Linden [pglinden@verizon.net]
Sent: Tuesday, January 12, 2010 5:20 PM
To: Scudder Falls Bridge
Subject: Scudders Fall Bridge Pedestrian/Bike Path

RE: Scudders Fall Bridge Pedestrian/Bike Path

There is too much that divides PA and NJ state efforts to beautify and make accessible the park and recreation resources of the Delaware River and canals on either side. These are rich revenue and pleasure factors in the economies of both states and the many communities on either side. As a member-supporter of the Friends of Washington Crossing, Friends of the Delaware Canal and the Delaware-Lehigh Heritage and Conservation Corridor, and also as a patron of the Delaware and Raritan Canal State Park I vehemently petition for the inclusion of a bike and pedestrian pathway across the Delaware River in the plans for the new Scudders Falls Bridge Project. Please add my name to the petition already submitted to this commission.

Priscilla G. Linden
50 Dillon Way
Washington Crossing, PA 18977-1362
pglinden@verizon.net
215-493-240
267-304-5895

P86

41

Kathleen Legere

From: Peter R. Sperry [prsperry@verizon.net]
Sent: Wednesday, January 13, 2010 10:51 AM
To: Scudder Falls Bridge
Subject: Bicycle & Ped access

It is really short sighted not to include bicycle and pedestrian access to this new bridge. Good grief, don't we want to encourage alternatives to motor vehicles clogging the roads? The cost will appear trivial in the not distant future.

Peter R. Sperry
Doylestown, PA

P87

43

Joe Grilli

From: Richard Toft [rtoft@associatedimaging.com]
Sent: Thursday, January 14, 2010 4:50 PM
To: Scudder Falls Bridge
Subject: Bike Lane on Scudderfalls Bridge

Hi,

Being an avid cyclist and one who would like to ride my bike to work, the need for a bike lane is paramount. I live in NJ and work in PA and there is no logical way for me to ride to work. Using the Calhoun Street Bridge is going in the wrong direction and the Washington Crossing Bridge is too far north. There are many times I would ride my bike to various activities if the Scudder's Falls Bridge had access across the river. If you can find this community interest option incorporated into the bridges design, I along with thousands of others would greatly appreciate it. This could open the door for future riders, lowering our dependence on oil and cleaning the air we all breathe. You children's future may be at stake by not being insightful and allowing progress towards greener types of transportation.

Respectfully,

Richard Toft
IT/Operations Director
Associated Imaging Solutions
658 W. Street Rd.
Feasterville, PA 19053
215.322.9145 ext. 120
215-266-2519 cell
www.associatedimaging.com

P 88

44

Joe Grilli

From: hbmurphyjr@aol.com
Sent: Friday, January 15, 2010 12:19 PM
To: Scudder Falls Bridge
Cc: info@bikeking.com
Subject: Bike and pedestrians on the bridge

I am unclear as to how much money one can spend to do the job right.

But I am 100% clear on the following point: If beautiful, attractive, functional, and safe accommodations are made for bicyclists and pedestrians, then the many generations of citizens this bridge serves will be grateful, healthier, and less polluted for many years to come.

Please do the right thing!

Very truly yours,

Henry Murphy
10 Hereford Drive
Princeton Jct, NJ 08550
609-799-4544

P89

45

Joe Grilli

From: Spearing, Tom [ThomasSpearing@hillintl.com]
Sent: Friday, January 15, 2010 2:57 PM
To: Scudder Falls Bridge
Subject: Request For Updates

Can you put me on your list for updates.

Thomas J. Spearing, III
President,
Project Management Group (Americas)
Hill International, Inc.
303 Lippincott Centre
Marlton, NJ 08053
Tel: 856-810-5868
Fax: 856-810-2795
tomspearing@hillintl.com
Website www.hillintl.com

Hill International

P90

47

Kathleen Legere

From: mmel71@aol.com
Sent: Tuesday, January 19, 2010 6:37 PM
To: Scudder Falls Bridge
Subject: Comments And/Or Suggestions

1. Do not start construction on this project until you have the money to fully fund it.

A. Everyone I have spoken to believes the tolls won't go away once the bridge is paid for. If true, that would be subversive to say the least.

B. Everyone I have spoken to are already planning an alternate route or a plan to get up earlier to take the free bridges to avoid the tolls.

a. If these alternate plans happen then the need for the construction isn't even needed.

b. This will cause more congestion at those crossing points.

C. Simply close the "on-ramp" to 95S via Rt. 29 until such time the funds have been raised to begin construction.

D. We are simply trying to get to work. We don't need an added expense veiled in this necessity. Our tax dollars should already be paying for. I am quite convinced most tax paying citizens and legal residents are willing to wait before shouldering yet another added expense.

Thank you for your consideration.

-Michael Melsky

P91

48

Kathleen Legere

From: Andy Hamilton [andy@cvda.com]
Sent: Wednesday, January 20, 2010 9:34 AM
To: Scudder Falls Bridge
Cc: John Boyle
Subject: Bucks County Bicycle Task Force Scudders Fall Bridge Support
Attachments: Scudder Falls Letter from Bucks COunty Bicycle Task Force.pdf

Dear Kevin,

I am writing in support of a pedestrian and bicycle facility being included in the Scudders Fall bridge replacement. This bridge is important in the region.

The Bucks County Bicycle Task Force looks at regional accessibility for bicycles. Bucks County is in the process of developing a bicycle plan for the entire county. The task force has been working on the planning process for just under 2 years. The Scudders Fall bridge is an important link for commerce, commuting, schools and recreation.

New Jersey and Pennsylvania working together developed the "Smart Transportation Guidebook, Planning and Designing Highways and Streets that Support Sustainable and Livable Communities". The Scudders Fall bridge, linking the two states should reflect the sustainability goals of the two states for all users.

In the Guidebook section 7.4.4 states the following;
7.4.4 Facility Selection
Guidance on selecting a bicycle facility should be provided by a bike network plan that identifies the most important bicycle generators in the community, and provides recommendations on how to best accommodate bicyclists between those destinations. Bicycle generators include schools, parks, major shopping areas, employment centers, transit stations, and large residential developments.

A bike network plan should identify roadways for bike lanes, compatible shoulders or shared lanes, and shared use paths. In many cases, the selected roadways will be arterial and collector roadways. Bicyclists prefer to travel on these roadways for the same reason that motorists do: they provide the most direct route to key destinations.

I appreciate the fact that the increased facility will increase the cost of the structure. Please consider the following. When gas becomes $10.00 a gallon, or even $5.00 how will people choose to travel / commute to their jobs. We need to consider the brave new world that will affect us in our lifetime.

Thank you for your consideration and please do not hesitate to contact me if you have any questions.

Andrew S. Hamilton, RLA, ULI, APBP
Senior Landscape Architect
Pennsylvania Committee East Coast Greenway Alliance, Chair
East Coast Greenway, Trail Council
Bucks County Bicycle Task Force, Chair

Carter van Dyke Associates

CVDA

Landscape Architects/Planners
40 Garden Alley, Doylestown, PA 18901-4325
Voice: 215-345-5053 ext 119 • *Fax:* 215-345-4324 • *E-mail:* andy@cvda.com

...Please consider whether you really need to print this e-mail.

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http://www.cvda.com

FROM THE DESK OF
ANDY HAMILTON

Kevin Skeels, scudderfallsbridgeeacomments@hntb.com
Delaware River Joint Toll Commission
110 Wood & Grove Streets,
Morrisville, PA 19067

Dear Mr. Skeels

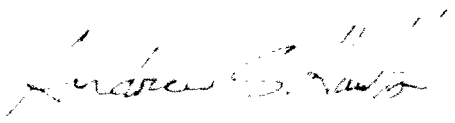
The Bucks County Bicycle Task Force is writing to express support for the inclusion of a bicycle and pedestrian pathway on the improved Scudder Falls Bridge. A pathway to accommodate bicyclists and pedestrians would enhance the economic, health, recreational, transportation benefits of the overall project. Given the importance of this connection for the regional transportation network and the projected 50 plus year lifespan of the bridge, the long term benefits far outweigh the upfront cost of constructing the path as part of this bridge rebuilding project.

Placing a path on the bridge will greatly enhance tourism, as it will likely lure canal towpath cyclists and hikers south beyond the traditional "turnaround point" of Washington Crossing to the passenger rail served communities Yardley Borough and Ewing Township. The connection to the Taylorsville Road Park and Ride will mean that the lot will be well used by trail users on weekend and potentially for commuters on weekdays also. It will also expand access to future bus service without the expense of additional automobile parking.

More than 100,000 people live within 5 miles of the Scudder Falls Bridge, attracting a diverse group of trail users including children, mothers pushing strollers, seniors out for a morning walk, casual tourists, joggers and others drawn by the safe route. Residents of our region would also greatly benefit from an additional walking and bicycling route across the Delaware River for commuting. Over 1400 people have signed a petition expressing support for a pathway on this bridge, which was delivered to the Commission in 2009. Given that federal and state transportation policy calls for spending transportation dollars to make communities more livable and sustainable, We support including the pathway in the bridge's final design.

Sincerely,

The Bucks County Bicycle Task Force
Andy Hamilton, RLA
Chair, Bucks County Bicycle Task Force



P92

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Kathleen Legere

From: BENSCH JANNAH [jbensch@verizon.net]
Sent: Wednesday, January 20, 2010 3:41 PM
To: Scudder Falls Bridge
Subject: Public comment on the I95 Bridge

Here is my public comment:

I am a Yardley Borough resident who lives near, and uses frequently, the I95 Bridge. I am **not** in favor of expanding the bridge as our area ecosystem is fragile enough. We do not need any more smog/ fumes to hurt our air and water. The area floods regularly and the uprooting of more vegetation, or the creation of additional impervious surface area is infuriating to residents who have repeatedly lost their homes to flooding. There are already numerous other ways to cross the Delaware River, including the newly expanded Route1 bridge.

Pennsylvania residents who use the bridge to cross to (am) & from (pm) NJ (this is when traffic congestion occurs) can find any number of area bridges to cross. It is only during the rush hours that the bridge is congested. I regularly switch bridges depending upon the time of day and congestion factor. If you start charging for use of a bridge, these people will go to the other free bridges and cause further area congestion. Just take a look at the area in Trenton where people try to avoid using the Route 1 Bridge which they charge for. Traffic still backs way up on the Route 1 Bridge and you have to pay for it!

Middle class families are getting hit at every turn with budget crunching. This is not a priority and it does not need to be implemented now or in the near future. We can't handle any more hits. The people that this bridge will really hurt are the ones that use it all the time- Go find someone else to pawn this project on. We don't want the cost, the increased local congestion, nor the damage to our environment. It is just not necessary. I95 is an interstate highway and should not have tolls anyway.

Jannah Bensch

78 Morgan Ave

Yardley, Pa 19067

P 93

50

Kathleen Legere

From: Mike and Shelley Joseph [msjoseph@verizon.net]
Sent: Wednesday, January 20, 2010 7:14 PM
To: Scudder Falls Bridge
Subject: Walking/Bike Path

Please install a Walking/Bicycle path on the new bridge. It seems silly to spend millions of dollars on this bridge without providing access for thousands of people to simply walk across this bridge.

Lower Makefield resident

P94

51

Kathleen Legere

From: Lionel Ruberg [lionellcr@verizon.net]
Sent: Wednesday, January 20, 2010 10:55 PM
To: Scudder Falls Bridge
Subject: Biking and Hiking Bridge Access

Dear Commission Members:

Please be advised that I strongly support the provision of a facility to provide access for bikers and hikers on the Scudder Falls Bridge. this is an amenity that is well worth its relatively small cost. It is an investment in our health, both physical and economical, because it will aid the development of tourism in both states.

Thank you for considering my views.

Sincerely,

Lionel Ruberg,
1382 Newtown-Langhorne Rd.,
Newtown, PA 18940

P05

52

Kathleen Legere

From: Reshetar, Rosemary [rreshetar@collegeboard.org]
Sent: Thursday, January 21, 2010 9:09 AM
To: Scudder Falls Bridge
Subject: Bike & pedestrian path

Our family strongly supports and requests that you put a bike/pedestrian path over the Scudder Falls Bridge while the renovations are being done. It seems that this would be the best and most convenient time to do so. We would really appreciate the option to cross the bridge on our bikes and I'm sure others would appreciate being able to cross on foot.

Rosemary Reshetar and Timothy Jost
New Hope, PA

Rosemary Reshetar

P96

53

Kathleen Legere

From: Geoff Grummon [ggrummon@gmail.com]
Sent: Thursday, January 21, 2010 10:15 AM
To: Scudder Falls Bridge
Subject: Comments

I submitted written comments last night at the public hearing, but I wanted to add some additional comments based on what I had heard during the public testimony.

A
- This project is absolutely essential and needs to go ahead. Detractors have no case against it.
- The selected design is excellent and addresses all the major problems with the current bridge.

B
- **The bike/pedestrian path should be included.** A pedestrian crossing in this area is essential to the long-term transportation planning of the region. A crossing at this location would allow me to bike to work, taking one car off the bridge. I am sure there are many more like me. If the bike/pedestrian crossing is not included, it will be a missed opportunity that could not be implemented for another 50-100 years.

C
- Tolls are controversial and there are arguments on both sides. Since the existing bridge is free, implementing tolls on the new bridge is not fair to locals who cross the bridge daily.

D
- The utmost care should be taken during construction to minimize the environmental impact to the river and the two canals on either side.

E
- **As the design moves forward, an architect should be hired to design the aesthetics of the bridge.** The Delaware River and its surroundings are beautiful. The existing bridge is ugly. This is an opportunity to create structure that enhances the landscape, not detract from it.

Thank you,

Geoff Grummon
Architect
1714 Yardley Commons
Yardley, PA 19067

P97

54

Kathleen Legere

From: Stephen Jennings [Stephen.Jennings@bdnreit.com]
Sent: Friday, January 22, 2010 11:13 AM
To: Scudder Falls Bridge
Subject: January 19th and 20th Meetings

Please provide the minutes or any other documentation that is available regarding the recent meetings pertaining to the Scudders Fall Bridge.

Thanks so much for your anticipated cooperation.

Best regards,
Steve Jennings

Stephen C. Jennings, Director of Leasing & Marketing
Brandywine Realty Trust
2000 Lenox Drive, Suite 102 • Lawrenceville, NJ 08648
T: 609.895.9595 • C: 973.769.1544 • F: 609.895.9899
stephen.jennings@bdnreit.com • www.brandywinerealty.com

P98

55

Kathleen Legere

From: markmcfeeters@aol.com
Sent: Friday, January 22, 2010 11:49 AM
To: Scudder Falls Bridge
Subject: scudder falls bridge improvement comments

Dear Sir or Madame:

I am a long term property owner (since 1988) in Lower Makefield Township, and my property will be impacted by the construction of the new bridge, although I believe it is technically considered outside of the impact boundries. The address is 1142 Woodside Rd., the small grey/white bungalow that is situated between the canal and the stream that passes through the culvert on Woodside Rd..

I would first like to comment on something that was quoted in the Times of Trenton (NJ.COM):
"What hasn't gone up?" asked Joe Donnelly, a spokesman for the commission. " , link below.

http://www.nj.com/mercer/index.ssf/2010/01/public_airs_concerns_during_sc.html

In direct response to that question, I can say specifically that a workingman's wages have not gone up. Mr. Donnelly's comment, if accurately quoted, is grossly insensitive to the real life financial hardships that many people, including myself, have to endure on a daily basis. My wife and I are both self employed, and have seen our incomes steadily decline while facing massive increases in such things as health care premiums, and many other non-discretionary items too numerous to mention. A flippant attitude towards the spending of funds sends a message that the Bridge Commission does not care about providing a good value for the dollars spent, and in my view that message is all wrong. I sincerely hope that it does not reflect actual fiscal policy.

Concerns/comments:

A

1- how will the actual construction i.e. the movement of equipment, trucks, materials, etc .impact the owners of properties that are located on the adjacent roads? Is the 20 ton weight restriction on the Woodside Rd. canal bridge going to be enforced?

2- where is the staging area for the construction going to be?

3- what are the hours of construction going to be?

4- are there any provisions afforded to homeowners if the fair rental market value of their home is significantly diminished during construction?

B

5- why does it cost 18 million dollars to build a bike path? I am in favor of a bike path, but not at what seems to be unreasonable cost.

C

6- I am strongly in favor of sound barriers (as proposed at the open house)

Thank you for taking my comments and concerns under consideration,

Mark McFeeters
1142 Woodside Rd.
LMT 19067

P99

56

Kathleen Legere

From: William J. Sipio [sipz25@aol.com]
Sent: Friday, January 22, 2010 12:13 PM
To: Scudder Falls Bridge
Subject: Fwd: Sound Barriers

Nancy

I originally bcc'd you but I got your email wrong.

Bill

Begin forwarded message:

From: "William J. Sipio" <sipz25@aol.com>
Date: January 22, 2010 12:08:49 PM EST
To: scuddersfallsbridgeEAcomments@hntb.com
Cc: Ronald Smith <rsmith@lmt.org>, gcaiola@lmt.org, mmaloney@lmt.org, dmclaughlin@lmt.org, pstainthorpe@lmt.org, tfedor@lmt.org
Subject: Sound Barriers

Dear Sirs,

I live at 1375 Brentwood Road, Yardley, PA which will be impacted directly by the expansion of Interstate-95 in Pennsylvania. While I do not speak for anyone else, I am certain that others in our neighborhood are very concerned about the current plan for sound suppression. It is my understanding that sound barriers will not be included along the parcel of land directly behind my property. This parcel is owned by the Farmland Preservation Corporation and directly abuts I-95. I am against any plan that does not include the installation of sound barriers along this parcel of land.

I have repeatedly asked the commission for ALL DATA, TESTS, and REPORTS supporting its decision NOT to include sound barriers along the aforementioned parcel of land. I have not even received the courtesy of a phone call or letter detailing why this information has not been made available to the public. Presumably, this information (as well as all information regarding the planning, regulatory approvals, budget, etc., regarding the project) are available via PDF or other electronic media. Accordingly, please provide to me an electronic version of ALL DATA, TESTS and REPORTS relied upon to evaluate the effect of the decibel level increase in the affected zones of expansion. Also, please provide the NAMES, ADDRESSES, and PHONE NUMBERS of all individuals, committees, companies, regulatory boards that were involved in making the decision NOT to incorporate sound barriers along the entire parcel of land owned by the Farmland Preservation Corporation that abuts the expansion zone.

If your position has changed on this issue, please ignore this email. IF not, I urge your prompt cooperation with my request. My review of the requested information will enable myself, and others, to submit an informed public comment. This request is being forwarded to the Lower Makefield Board of Supervisors for their immediate attention due to the deadline of February 4, 2010, for comment.

Yours truly,

William J. Sipio, Ph.D., Esq.
1375 Brentwood Road
Yardley, PA 19067
(215) 801-3625

=

P99 (follow up e-mail)

69

Kathleen Legere

From:	William J. Sipio [sipz25@aol.com]
Sent:	Friday, January 29, 2010 8:55 AM
To:	Scudder Falls Bridge
Cc:	William Sipio; Ronald Smith; gcaiola@lmt.org; mmaloney@lmt.org; dmclaughlin@lmt.org; pstainthorpe@lmt.org; tfedor@lmt.org
Subject:	Fwd: Sound Barriers

Attached is an email that was sent to you on January 22, 2010.
As the deadline for public comment is approaching, when can I expect to receive the requested information?

Yours truly,

William J. Sipio, Ph.D., Esq.
1375 Brentwood Road
Yardley, PA 19067
(215) 801-3625

Begin forwarded message:

From: "William J. Sipio" <sipz25@aol.com>
Date: January 22, 2010 12:08:49 PM EST
To: scuddersfallsbridgeEAcomments@hntb.com
Cc: Ronald Smith <rsmith@lmt.org>, gcaiola@lmt.org, mmaloney@lmt.org, dmclaughlin@lmt.org, pstainthorpe@lmt.org, tfedor@lmt.org
Subject: Sound Barriers

Dear Sirs,

I live at 1375 Brentwood Road, Yardley, PA which will be impacted directly by the expansion of Interstate-95 in Pennsylvania. While I do not speak for anyone else, I am certain that others in our neighborhood are very concerned about the current plan for sound suppression. It is my understanding that sound barriers will not be included along the parcel of land directly behind my property. This parcel is owned by the Farmland Preservation Corporation and directly abuts I-95. I am against any plan that does not include the installation of sound barriers along this parcel of land.

I have repeatedly asked the commission for ALL DATA, TESTS, and REPORTS supporting its decision NOT to include sound barriers along the aforementioned parcel of land. I have not even received the courtesy of a phone call or letter detailing why this information has not been made available to the public. Presumably, this information (as well as all information regarding the planning, regulatory approvals, budget, etc., regarding the project) are available via PDF or other electronic media. Accordingly, please provide to me an electronic version of ALL DATA, TESTS and REPORTS relied upon to evaluate the effect of the decibel level increase in the affected zones of expansion. Also, please provide the NAMES, ADDRESSES, and PHONE NUMBERS of all individuals, committees, companies, regulatory boards that were involved in making the decision NOT to incorporate sound barriers along the entire parcel of land owned by the Farmland Preservation Corporation that abuts the expansion zone.

If your position has changed on this issue, please ignore this email. IF not, I urge your prompt cooperation with my request. My review of the requested information will enable myself, and others, to submit an informed public comment. This request is being forwarded to the Lower Makefield Board of Supervisors for their immediate attention due to the deadline of February 4, 2010, for comment.

Yours truly,

William J. Sipio, Ph.D., Esq.
1375 Brentwood Road
Yardley, PA 19067
(215) 801-3625

P100

57

Kathleen Legere

From: William Hibbitts [pchibbitts@gmail.com]
Sent: Friday, January 22, 2010 2:45 PM
To: Scudder Falls Bridge
Subject: Fwd: Delivery Status Notification (Failure)

From: **William Hibbitts** <pchibbitts@gmail.com>
Date: Fri, Jan 22, 2010 at 11:20 AM
To: scuddersfallsbridgeEAcomments@hntb.com

To DRJTBC:

My family and I are writing this email in response to concerns that the proposed expansion of the Scudders Falls Bridge will not have adequate sound barriers for our neighborhood. We reside in the BrookField II section in Lower Makefield, PA.

We strongly ask that you put into the plan the sound barriers required to mitigate the increase noise that will be caused by this proposal and the detrimental effect that it will have on our neighborhood.

Some negative impacts are:

* fairness -- for neighborhoods getting the sound barriers sound will decrease whereas our neighborhood noise will significantly increase without the barriers.

* Impact on selling our homes when buyers compare our increasingly noisy neighborhood to others.

* With all the millions being proposed as upgrades to the project, why not funnel a small fraction of that into the sound barriers -- not even to upgrade our neighborhood -- but to simply maintain our current quality of life?

And from information I received to protect all neighborhoods bordering I-95 would cost less the 0.5% of the total project cost.

Please take this message as a taxpayer that asks to have fair treatment for our community.

Regards,

William and Caren Hibbitts
1390 Brentwood Road
Yardley, PA

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: Fri, Jan 22, 2010 at 11:20 AM
To: pchibbitts@gmail.com

Delivery to the following recipient failed permanently:

scuddersfallsbridgeEAcomments@hntb.com

Technical details of permanent failure:
Google tried to deliver your message, but it was rejected by the recipient domain. We recommend contacting the other email provider for further information about the cause of this error. The error that the other server returned was: 550 550 #5.1.0 Address rejected scuddersfallsbridgeEAcomments@hntb.com (state 14).
To: scuddersfallsbridgeEAcomments@hntb.com
Content-Type: multipart/alternative; boundary=001485f78c68ccdd52047dc3313a

P101

58

Kathleen Legere

From: steve10cc@juno.com
Sent: Saturday, January 23, 2010 2:12 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge

Mr. Skeels-- I am opposed to a Toll/Tax on this bridge--it is the only one a truck driver can cross without being legally (?) robbed as so Many others do to the tune of a million dollars a day or more!!! Didn't I hear somewhere that taxes (a multitude there of) pay for road construction? Sincerely, S.J.Alcavage class-A driver

Diet Help
Cheap Diet Help Tips. Click here.

P102

59

Kathleen Legere

From: J. Mitrovich [mitro1@comcast.net]
Sent: Saturday, January 23, 2010 10:58 AM
To: Scudder Falls Bridge
Cc: Nancy Pesti
Subject: Scudder Falls Bridge Expansion: Expansion of Sound Barriers

To: Kevin M.Skeels
DRJTBC Commission,

I would like to add my voice to the many others requesting that placement of the sound barriers is expanded along the I95 corridor. I reside in the Makefield Brooke neighborhood whose properties back up to to I95 between the Yardley and Newtown exits. At the moment, the noise level is already quite noticable, and with the restructuring planned for I95 and the Scudder Falls Bridge, this level will certainly increase due to increased volume and activity.

As a property owner in this community, it is important that all aspects impacting our home's value are maintaned appropriately, particularly in these tough economic times. I would think, and hope, that the DRJTBC Commission would want the finished product of this enormous undertaking to be done properly, without regrets, and not look back a year later and say 'we should have done this right from the beginning.' As a member of this community, I appreciate the need for growth, but also ask that the Commission fully understands the impact of their decisions when it comes to the communities bordering this expansion.

Please take this opportunity to expand the sound barriers and allow our neighborhood to keep the noise levels and a minimum and our property values intact.

Sincerely,

Janice Mitrovich
1365 Brentwood Road
Yardley, PA 19067

P103

60

Kathleen Legere

From: Albert Scerbo [albert_scerbo@verizon.net]
Sent: Saturday, January 23, 2010 8:29 PM
To: Scudder Falls Bridge
Cc: dscerbo@verizon.net
Subject: Scudderfalls comments

Dear Sir

I live at 29 Concord Lane Yardley PA and this property abuts the property line of I95 where road improvements will occur along with the bridge replacement project. I wish to provide my comments for the record on the proposed additions, betterments and construction time table:

A

1. Sound wall barriers as proposed for this project and as illustrated on the scudder falls web site as of today's date Jan 23, 2010 should be part of this project. Such sound walls for the avoidance of doubt are shown along the full length of my designated property.
2. Sound walls should be placed as high up on the embankment as possible while still remaining within the property line of the DOT so as to maximize the sound mitigation as well as avoid a fire hazard from unkempt underbrush on highway property between the private property lines and the sound wall.
3. Sound wall design should be at least 10 feet tall and in earthen color to blend into the surrounding environment and not cause visual blight. Sound walls should be devoid of any pictures or other graffiti on both the road and private property sides of the walls. Sound wall texture should be of a type to minimize the ability of vines to cling to them.
4. Sound walls should be constructed at the onset of the construction project to minimize the noise and dust created during construction of the highway and bridge.

B

5. Active construction should not occur before the hours of 9 AM nor after the hours of 4:30 PM M-F so as not to aggravate the rush hour traffic patterns nor disturb the quiet hours of the nearby residents. Weekend work should be done within the hours of 8AM to 3 PM. Construction should be targeted to stay within a 3 year period or shorter. The failed Minneapolis bridge was fully reconstructed from design to operation within a 12 month period. This bridge likely carries even more vehicles than Scudder Falls proving short construction timing is possible when there is a will.
6. On and off ramps at the 95 and Taylorsville road interchange must be maintained at all time during construction to alleviate traffic and as to minimize the impact to the affected residents. Access from Highland Avenue onto Taylorsville road must be maintained at all times to provide access for development residents.

C

7. A bike and foot path on the bridge is welcome provided it can be constructed within the existing budget for the project.

D

8. Toll gates should be discouraged as they will lead to slow down in flow of traffic across the bridge offsetting the benefits of the project to begin with. Toll gates will also likely drive traffic off 95 to the surrounding communities and use of lesser bridges to avoid the tolls e.g. Washington Crossing and Lambertville bridges.

Thank you for considering my concerns.

Sincerely

Albert Scerbo

2010 JAN 27 PM 12:27

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

See Attached.

Use both sides if necessary or attach separate sheet.

Name Albert Scorbo Affiliation

Address 29 Concord Lane
Yardley PA 19067

P104

Kathleen Legere

61

From: Warrack Bethanne [bw11@hermes.hood.edu]
Sent: Sunday, January 24, 2010 5:23 PM
To: Scudder Falls Bridge
Subject: Comments for DRJTBC

Dear Sir,

I am a resident of Ewing Township, NJ and live about 1 mile south of the Scudder Falls bridge. I use the ramps from Rt. 29 North to I-95 North and from I-95 South to Rt. 29 South on a daily basis.

A While I understand and support the planned improvement of the Scudder Falls Bridge, I have several concerns.

B 1. I attended the Public Hearing on Jan. 20, 2010 and am opposed to the Scudder Falls Bridge becoming a toll bridge in order to finance the improvements. This project has been under discussion for many years, and yet only now, as we approach the construction phase, is the public is informed about tolls. I believe that many commuters who live locally will seek alternate routes in order to avoid a toll bridge, thus adding to the traffic volume on Route 29. I also believe that the scope of the project could be reduced and result in cost savings.

C 2. I object to the proposed roundabout intersections and elimination of the I-95 entrance ramp from Rt. 29 south onto I-95 north. Currently, the entrance from Rt. 29 south handles a great deal of truck traffic from the Lambertville area. The trucks have a difficult time negotiating the ramp's incline and merging onto I-95 which continues to incline after the merge. The proposed design will mean that this southbound truck traffic will need to negotiate 2 roundabout intersections and then climb the ramp onto I-95. As shown in the current design plan, the roundabout intersections appear to be too small for even the current volume of large truck traffic. I envision that the proposed design with roundabouts will impede traffic merging onto I-95 from Rt. 29 north and increase congestion rather than alleviate it. I believe that additional traffic studies need to be conducted prior to acceptance of a design.

Thank you for the opportunity to provide comments.

Respectfully,

Bethanne Warrack
14 Matthew Dr., Ewing, NJ 08628

P105

Kathleen Legere

02

From: Joe Guarnieri [jguarnie1@comcast.net]
Sent: Monday, January 25, 2010 1:27 PM
To: Scudder Falls Bridge
Subject: RE: I95 scudder Falls Bridge sound barriers

Regarding the message I sent below, here is my contact information:

Joseph guarnieri
1381 brentwood road
Yardley, Pa. 19067

Phone: 215-968-9318

-----Original Message-----
From: Joe Guarnieri [mailto:jguarnie1@comcast.net]
Sent: Monday, January 25, 2010 12:07 PM
To: 'scudderfallsbridgeEAcomments@hntb.com'
Cc: Barb Guarnieri
Subject: I95 scudder Falls Bridge sound barriers

To Whom it May Concern:

We live at 1381 Brentwood Road, Yardley, Pa. Currently there is a proposal to widen the Scudder Falls Bridge and sections of I-95 on either side of the bridge in both Pennsylvania and New Jersey. We are concerned about the effect on the quality of life on the residents in our neighborhood with these projects. We hereby are providing our input on this issue.

Our house backs up to the cornfield which is directly adjacent to I-95. I believe the current plan calls for sound barriers along I95 adjacent to various neighborhoods. However, it does NOT call for sound barriers on I-95 along the cornfield; However, I-95 is only about 500 ft. from our backyard. I believe the same is true for other residents in our neighborhood as well. Let me say, that we DO hear the traffic noise, especially in the summer when the winds come from the south and east. Then it sounds like the cars and trucks are right outside our windows. We almost did not buy the house 17 yrs. ago, because we noticed this noise. In township and state meetings held on this issue, many from our neighborhood have expressed concern about the sound barrier issue. We, like the others, are concerned about the impact of the proposed bridgework project and the impact on noise from the ADDED traffic.

Please consider extending the sound barriers to include our neighborhood. Thank you for your consideration.

Yours truly,
Joseph and Barbara Guarnieri

No virus found in this outgoing message.
Checked by AVG - www.avg.com
Version: 8.5.432 / Virus Database: 271.1.1/2644 - Release Date: 01/25/10

07:36:00

No virus found in this outgoing message.
Checked by AVG - www.avg.com
Version: 8.5.432 / Virus Database: 271.1.1/2644 - Release Date: 01/25/10
07:36:00

P106

63

Kathleen Legere

From: kkhand@aol.com
Sent: Monday, January 25, 2010 6:34 PM
To: Scudder Falls Bridge
Subject: Makefield Brook 2

I am a life-time resident of Yardley and an 18 year resident of Makefield Brooke 2. I am concerned about the expansion of the Scudders Falls Bridge and the widening of 95 past our neighborhood.

A I am not opposed to the expansion--as it is certainly needed, but I do have objections to the proposed lack of sound barriers for *our* neighborhood. I am not quite sure how the noise could be bad for one set of homeowners, but perfectly acceptable for another. I'd certainly love to hear the rationale concerning one neighborhood's deserving sound barriers and another's deemed unnecessary. All of us are taxpayers and voters and thus should be treated equally with regard to this matter. Why should several neighborhood's noise levels decrease, while ours would increase? The proposal would certainly have an impact on housing values as well. Why buy a house with a noisy backyard when you can get an equally nice one around the corner or down the road without the noise?

B From what I understand, protecting **all** neighborhoods bordering I-95 would **cost less the 0.5%** of the total project cost. It seems an insignificant cost, considering the scope of the budget, for people to maintain their current quality of life.

Please reconsider those of us whose voices you are dismissing with regard to this matter.

Karen Hand
Resident, Makefield Brooke 2

P107

64

Kathleen Legere

From: geostar66@verizon.net
Sent: Tuesday, January 26, 2010 1:21 AM
To: Scudder Falls Bridge
Subject: I-95 / Scudder Falls Bridge Improvement Project: Public Comment

January 26, 2010

Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

Dear Delaware River Joint Toll Bridge Commission,

I would like to thank the Delaware River Joint Toll Bridge Commission (DRJTBC) for educating the public during the Open Houses and Public Hearings on the Scudder Falls Bridge Improvement Project. I do have concerns, however, of the resolution passed at the December 2009 meeting of the DRJTB's Commissioners authorizing the agency's director to "take all steps necessary to toll the Scudder Falls Replacement Project" at some future date.

Residents of the Delaware River bordering municipalities of Mercer and Bucks County have always shared a common bond in both family units and commerce. Many have family and aging parents in both the Trenton area suburbs and the Philadelphia area suburbs and must make daily or multiple trips each day across the Scudder Falls Bridge to attend to their needs. Others cross the bridge in their local commute to places of employment. The addition of a crossing fee would be a financial burden and drain on the already tight finances of families trying to meet current expenses, especially since Scudder Falls has historically been a non-toll bridge. The additional $250 to $500 per year that local residents would have to pay to cross the bridge means a lot to those on limited incomes.

I was told that although two axled vehicles (i.e., automobiles) account for about 75% of traffic on bridges crossing the Delaware River, it is the multi-axled trucks, trailers, buses and commercial vehicles that account for about 75% of toll revenue. It is also the heavy multi-axled trucks, trailers, buses and commercial vehicles that cause most of the road surface damage to the bridge, requiring costly maintenance.

If a cashless toll is to be placed on the replacement bridge, it should only be for multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles. The cashless image taking toll can be situated just in the far right lanes for such heavier traffic. This successful scenario already exists on the NY Thruway (Interstate 87 / Interstate 287) at the Spring Valley Toll Barrier, just west of the Tappan Zee Bridge. Residents of both Pennsylvania and New Jersey would be more accepting of a toll and with less resistance and protest if the crossing fee only applies to multi-axled trucks, trailers, buses and commercial vehicles.

I also understand any proposed toll would be cashless, meaning that vehicles would travel through the toll at normal highway speeds (55 to 65 mph) and photo-imaging technology would record the license plates of passing vehicles and an invoice would be mailed later. As long as the tolling method remains cashless at highway speeds, then I foresee no increases in pollution, green house gas emissions, accidents and congestion. Any deviation from a cashless photo-imaging based format or going to mandatory E-ZPass would be contradictory to the whole purpose and goals of the project and would only cause increases in pollution, green house gas emissions, accidents and congestion.

Thank you for considering my concerns and suggestion. I hope you will seriously consider tolling just multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles, and not regular passenger cars and automobiles.

Respectfully submitted,

George Spais,
13 Windybush Way
Ewing Township, New Jersey 08560

Cc. By hard copy to Kevin M. Skeels, P.E.

P108

65

Kathleen Legere

From: Andrew W. Brick [abrick@moorscabot.com]
Sent: Tuesday, January 26, 2010 1:13 PM
To: Scudder Falls Bridge
Subject: My Comments Regarding the I-95/ Scudder Falls Bridge Improvement Project

A My name is Andrew W. Brick, and I am a resident of Lower Makefield Township. I am generally in favor of the I-95/Scudder Falls Bridge Improvement Project and believe that many of the proposals are sound and indeed necessary. However, I am vehemently opposed to tolling the Bridge. This project began in 2003 and only at the "11th hour" has it been determined that a toll may be necessary to help pay for the improvements. I have lived in the Washington Crossing/Yardley area my whole life, and I use the Scudder Falls Bridge multiple times during the week. My wife commutes to Princeton, NJ five days a week as well. Not only will this be an added "tax" expense for many Bucks and Lower Bucks County commuters, but it will bring about many unintended consequences for the community as a whole. Some commuters will use alternative crossing routes which will cause unwanted traffic congestion to the already heavily used Washington Crossing Bridge and Calhoun Street Bridge, as well as the local roads that lead to those bridges. I would request that a more comprehensive assessment be completed to study the potentially adverse consequences of increased traffic flow on the local roads on both sides of the Scudder Falls Bridge. I would also favor the issuance of a municipal revenue bond or a "Build America Bond" to help fund the cost of the project instead of a toll.

B

I am also opposed to the bike/pedestrian path on the southbound side of the Bridge. I don't believe that a path will serve any practical purpose since there are no direct areas of interest on either side of the Scudder Falls Bridge. In essence, it would be a path to nowhere. We already have very nice bike/walking paths on the canals on each side of the Delaware River that lead to the Washington Crossing Bridge, the New Hope Bridge, and the Calhoun Street Bridge, where people can cross over directly to relevant areas of interest. The cost of a bike/pedestrian path would be roughly $18 Million. This may seem small compared to the overall cost of the project, but it is unnecessary and wasteful, in my opinion. This $18 Million should be used to further protect impacted residential areas that are currently not covered by sound abatement walls from the Scudder Falls Bridge to the Newtown Bypass under the current plan.

C

Thank you for allowing me to submit my comments for the public record.

Sincerely,

Andrew W. Brick
1550 Cartpath Court
Yardley, PA 19067
This e-mail transmission may contain information that is proprietary, privileged and/or confidential and is intended exclusively for the person(s) to whom it is addressed. This email is for informational purposes only and is not intended to be an offer to buy or sell securities and should not be construed as such. Any use, copying, retention or disclosure by any person other than the intended recipient or the intended recipient's designees is strictly prohibited.If you have received this message in error, please notify the sender immediately by return e-mail and delete all copies. The Company accepts no liability for any errors or omissions arising as a result of this transmission. E-mails (including attachments) may be retained, monitored, and/or reviewed by the Company without further notice. E-mail may be produced at the request of regulators.

Moors & Cabot Investments - Member FINRA, NYSE & SIPC

P109

66

Kathleen Legere

From: Pat Blair [maintrucking@verizon.net]
Sent: Tuesday, January 26, 2010 2:24 PM
To: Scudder Falls Bridge
Subject: Projected change to Scudder Falls Bridge

Dear Mr. Skeels,

As a small trucking company located in northern New Jersey, we have occasion to cross into Pennsylvania on a consistent basis. The proposal to changing the toll free bridge with one that could cost a trucking company up to $16.25 per crossing is just another cost to an industry that is barely surviving as is. With the de-regulation of freight, our income is basically the same as the early 90's. Obviously, our costs have increased - particularly, fuel, insurance and tolls being 3 of the largest ones.

With the economy in its present state, I beg you to reconsider the change to a toll bridge. Most small companies are struggling to survive right now; they do not need any additional roadblocks.

Thank you for your consideration,
Pat Blair, Vice-President
Main Trucking Company, Inc.

P110

Kathleen Legere 07

From: Michael Taylot [mtaylor@schellingpoint.com]
Sent: Tuesday, January 26, 2010 4:06 PM
To: Scudder Falls Bridge
Subject: Access Request

To whom it may concern,

I am the co-owner of a business here in the tri-state area. Like many of my peers, cycling is my primary recreation. Cycling on a weekly basis, across the region, alone, with family, and groups of fellow riders, is how I release and recharge. It plays a vital role in enabling me to manage today's business pressures. As a business executive with p/l responsibility I appreciate that 'just 6%' for a pathway on the new bridge may not be straightforward to accommodate in the budget, but please consider the intangible but real business value a pathway will provide to your regional peers who will use it.

Thank you in advance for considering these sincere requests.

Regards,
Michael Taylor.

610.986.4953

P111

68

Kathleen Legere

From: markmcfeeters@aol.com
Sent: Wednesday, January 27, 2010 8:54 PM
To: Scudder Falls Bridge
Subject: correction

Hello

can you please correct/amend my comment # 1 on my prior email of Jan. 22

the weight restriction on the Woodside Rd. canal bridge is 17 tons, not 20 tons as stated.

thank you

mark mcfeeters

P112

677 Woodward Dr
Huntingdon Valley
PA 19006
Feb 4, 2010

Dear Mr Skeets

Couldn't a way be found to hang a bike/pedestrian crossing underneath the Scudder Falls bridge for a minimal ~~do~~ amount of money? Above Trenton are there any ships that require minimal clearance?

Bob Klein

2010 FEB -5 PM 2:12

P113

70

Kathleen Legere

From: Robert Thomas [rthomas@CampbellThomas.com]
Sent: Friday, January 29, 2010 9:08 PM
To: Scudder Falls Bridge
Subject: Scudders Falls Bridge - Comment on Environmental Assessment/Draft Section 4(f) Evaluation Document

CT&C E-mail Memorandum
Architecture - Preservation - Community & Transportation Planning

1-29-2010, 9.05p

TO: Kevin Skeels, PE
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

Dear Mr. Skeels:

I am writing to comment on the Environmental Assessment/Draft Section 4(f) Evaluation Document.

I urge the DRJTBC to include a walkway for pedestrians and bicycles on the new Scudders Falls Bridge which meets AASHTO standard for a multi-use path. As there are major elements of the regional mutli-use trail system on both sides of the Delaware River at Scudders Falls -- specifically the Delaware Canal Towpath and The Delaware and Raritan Rail-Trail -- the link across the new bridge is essential to assure a balanced transportation system.

As you know, there is currently no pedestrian/bicycle crossing of the Delaware River between Washington Crossing and Trenton/Morrisville. Such a walkway at Scudders Falls will encourage non-motorized travel between these parts of Bucks and Mercer County to the benefit of citizens, residents, and the environment.

I am a bondholder of the DRJTBC. I have invested in your organization because I believe it to be well-managed, progressive, respectful of its historic and cultural resources, and eager to keep up with the needs of the region. Leaving out a walkway on the new Scudders Falls Bridge would be a regressive step back into the last century. I trust that you will construct a bridge that provides for many types of users including pedestrians and bicycles.

Thank you,

Bob Thomas

Campbell Thomas & Co.
Robert P. Thomas, AIA, APBP, Partner
1504 South Street / Philadelphia PA 19146-1636
Direct Line 215-985-4354 / Fax 267-336-0209
Direct E-mail: rthomas@campbellthomas.com
Web: http://www.campbellthomas.com/

P114

71

Kathleen Legere

From:	suherman54@aol.com
Sent:	Monday, February 01, 2010 11:33 AM
To:	Scudder Falls Bridge
Cc:	suherman54@aol.com
Subject:	Written comment regarding the Scudder Falls Bridge Improvement Project
Attachments:	Letter_to_Frank_McCartney_(DRJTBC)_1-20-10.pdf; bikepath_resolution.pdf

To Whom It May Concern:

Thank you for the opportunity to submit Written Comment regarding the *Scudder Falls Bridge Improvement Project.*

1.) SOUND BARRIERS

A

- See the attached 1/20/10 letter from State Representative Steve Santarsiero to DRJTBC Executive Director Frank McCartney on the subject of sound barriers. Note the enclosed 7/1/08 letter from Terry Fedorchak (Lower Makefield Township) to Frank McCartney.
- I request, and state support for State Rep. Santarsiero's and the Township's request, that the Commission expand the planned sound barriers to cover the gap areas outlined in the 7/1/08 letter, as these are places where the lack of barrier coverage would have an adverse impact on adjacent neighborhoods.
- I also ask for this issue to be placed on the agenda of the Commission's February 22, 2010 meeting.

2.) ADDITION OF A TOLL TO THE BRIDGE

B

- I understand that the Commission has decided to toll the Scudder Falls Bridge crossing at some date in the future and that the DRJTBC made this decision **AFTER** the Environmental Assessment was completed.
- See the attached 1/20/10 letter from State Rep. Santarsiero to DRJTBC Executive Director Frank McCartney on the subject of the proposed toll and his request that a full impact study be done before a final decision on the subject is made.
- I, too, urge the Commission to reconsider the toll and, at the very least, perform a full impact study to assess fully how any proposed tolling of the crossing will affect the area.
  In particular, the impact study should include:
  - The impact of traffic patterns on the bridge and on I-95 leading to the bridge in both directions
  - The impact on other Delaware River crossings that motorists might use as alternatives to the Scudder Falls Bridge
  - The impact on nearby local, collector, and arterial roads
  - The impact on residential areas near each potential alternative crossing
  - Environmental impacts from all of the foregoing
  - An assessment of proposed fees and projected revenues generated by them
- I ask that this issue be placed on the agenda of the Commission's February 22, 2010 meeting.

3.) STORM WATER RUN-OFF

C

- At the 1/20/10 public hearing for the Scudder Falls Bridge Improvement Project, State Rep. Santarsiero asked the Commission for a plan for addressing the increased storm water runoff that will be created with the addition of about 20 acres of new impervious surface from the roadway expansion and the impact that it will have on surrounding land in Lower Makefield Township and Yardley Borough.

  I request a storm water run-off plan from the DRJTBC, and reiterate support of Rep. Santarsiero's request for a plan, to address increased stormwater runoff created by this project.

- I ask that this issue be placed on the agenda of the Commission's February 22, 2010 meeting.

4.) BIKE/ PEDESTRIAN PATHWAY

D

- Please see the attached Lower Makefield Township RESOLUTION No._2159,
  "A RESOLUTION IN SUPPORT OF THE CONSTRUCTION OF A BICYCLE AND PEDESTRIAN PATHWAY ON THE SCUDDER FALLS BRIDGE AND INSTALLATION OF SOUND BARRIERS ALONG ROUTE I-95 BORDERING RESIDENTIAL PROPERTIES"
  I strongly desire, and support LMT's desire for, construction of a bike and pedestrian pathway on the Scudder Falls Bridge, as part of the Scudder Falls Bridge Improvement Project. In the spirit of the Complete Streets initiative, it is imperative that bicyclists and pedestrians be accomodated for in all new projects. It is unconscionable that the bike/ped pathway is being treated as an "option". This demonstrates that agencies are merely paying lip service to accomodating all modes of transportation. I implore you to reconsider your position on this and ask you to include the bike/ped pathway as a required component of the project.

Please confirm receipt of this written testimony to suherman54@aol.com.

Sincerely,

Susan Herman, Lower Makefield Township resident
1977 Boxwood Drive
Newtown, PA 18940

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

224 IRVIS OFFICE BUILDING
PO BOX 202031
HARRISBURG PA 17120-2031
PHONE (717) 787-5475
FAX (717) 787-6929

277 NORTH SYCAMORE STREET
NEWTOWN PA 18940
PHONE (215) 968-3975
FAX: (215) 968-4674

E-MAIL: repsantarsiero@pahouse.net
WEBSITE: WWW.PAHOUSE.COM/SANTARSIERO

HOUSE OF REPRESENTATIVES
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

COMMERCE
ENVIRONMENTAL RESOURCES & ENERGY
LOCAL GOVERNMENT
VETERANS AFFAIRS & EMERGENCY PREPAREDNESS
MAJORITY POLICY

DELEGATION

SOUTHEAST

CAUCUSES

AMERICAN-ITALIAN

January 20, 2010

Frank G. McCartney
Executive Director
Delaware River Joint Toll Bridge Commission
2492 River Road
New Hope, PA 18938-9519

Dear Mr. McCartney:

I understand that the Commission has decided to toll the Scudder Falls Bridge crossing at some date in the future. On behalf of the residents of the Newtown-Yardley area, many of whom regularly travel the Scudder Falls Bridge, I write to urge the Commission to reconsider that decision and, at the very least, to perform a full impact study before a final decision on the subject is made.

An impact study is necessary to assess fully how any proposed tolling of the crossing will affect the area. In particular, an impact study should include:

- The impact of traffic patterns on the bridge and on I-95 leading to the bridge in both directions;
- The impact on other Delaware River crossings that motorists might use as alternatives to the Scudder Falls Bridge;
- The impact on nearby collector and arterial roads;
- The impact on residential areas near each potential alternative crossing;
- Environmental impacts from all of the foregoing; and
- An assessment of proposed fees and projected revenues generated by them.

I would like to request further that this issue be placed on the agenda of the Commission's February 22, 2010 meeting. I look forward to your response.

Very truly yours,

Steve Santarsiero
31st Legislative District

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

224 IRVIS OFFICE BUILDING
PO BOX 202031
HARRISBURG PA 17120-2031
PHONE: (717) 787-5475
FAX: (717) 787-6929

277 NORTH SYCAMORE STREET
NEWTOWN PA 18940
PHONE: (215) 968-3975
FAX: (215) 968-4674

E-MAIL: repsantarsiero@pahouse.net
WEBSITE: WWW.PAHOUSE.COM/SANTARSIERO

HOUSE OF REPRESENTATIVES
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

COMMERCE
ENVIRONMENTAL RESOURCES & ENERGY
LOCAL GOVERNMENT
VETERANS AFFAIRS & EMERGENCY PREPAREDNESS
MAJORITY POLICY

DELEGATION

SOUTHEAST

CAUCUSES

AMERICAN-ITALIAN

January 20, 2010

Frank G. McCartney
Executive Director
Delaware River Joint Toll Bridge Commission
2492 River Road
New Hope, PA 18938-9519

Dear Mr. McCartney:

Once again, I would like to thank the Delaware River Joint Toll Bridge Commission (DRJTBC or the Commission) for its commitment to build full-height sound barriers to protect most of the neighborhoods along Interstate 95 in Lower Makefield Township (LMT).

In a letter dated July 1, 2008, LMT manager Terry Fedorchak wrote to the DRJTBC at my request and that of my colleagues on the LMT Board of Supervisors. In that letter, LMT requested that, as part of the Scudder Falls improvement Project (see enclosure), the Commission expand planned barriers to delineated gap areas. Those gaps in the approved sound barrier plan had been identified as places where a lack of barrier coverage would have an adverse impact on adjacent neighborhoods. As the state representative for the district that includes LMT, I renew my request on behalf of affected residents to extend the sound barrier footprint to close the remaining gaps. I would ask further that this issue be placed on the agenda of the Commission's February 22, 2010 meeting.

I look forward to your response. Thank you.

Very truly yours,

Steve Santarsiero
31st Legislative District

Township of Lower Makefield

BOARD OF SUPERVISORS
Greg Caiola, Chairman
Steve Santarsiero, Vice-Chairman
Matt Maloney, Secretary/Treasurer
Ron Smith, Supervisor
Pete Stainthorpe, Supervisor

July 1, 2008

Frank G. McCartney, Executive Director
Delaware River Joint Toll Bridge Commission
Post Office Box 88
Morrisville, PA 19067

RE: **SOUND BARRIERS**

Dear Mr. McCartney :

Supervisor Steve Santarsiero and I would like to thank you, BJ Clark and Gaeton Alfono for meeting with us last May 12th to discuss the need to extend sound barriers along I95 in Lower Makefield Township. We also would like to thank the Commission for agreeing to construct full-height sound barriers in all of the locations marked by white and red lines on the aerial photos that you gave us at that meeting.

As we discussed at the meeting, while appreciative of the Commission's willingness to protect most of its neighborhoods with sound barriers, the Township remains concerned about a number of areas that are not yet covered. The first of those lies on the west side I95 between the Quarry Road and Dolington Road overpasses. A sound barrier is not proposed for this section, yet there are three residential subdivisions containing several hundred homes located within 500 feet of I95 at this location. We note that the Commission's engineers have not taken readings along Brentwood Drive or James Court, even though these roads are positioned only a few hundred feet from I 95. It seems quite likely that the I95 improvements will adversely impact these residents in a manner similar to your projections for the Jockeys Way and Quarry Road areas. We ask that you design for a full sized sound barrier along this west side of I95 between the two overpasses.

In addition, we ask that you design for full sized sound barriers between 1870 Patterson Lane and 1767 Jockeys Way; and extend the sound barrier such that it runs completely behind the rest stop. A number of our residents have voiced concerns that these 'gaps' will allow for significant noise pollution into their neighborhoods. We agree. Since

1100 EDGEWOOD ROAD
YARDLEY, PA 19067-1696

TERRY FEDORCHAK
Township Manager

(215) 493-3646
FAX: (215) 493-3053
E-Mail: tfedor@lmt.org

you have already determined that barriers are necessary at both locations, it makes sense to make the small investment necessary to properly complete the job.

We again thank you for listening to our concerns and we invite you to come to Lower Makefield at your convenience to participate in a public discussion about the project.

Sincerely,

Terry Fedorchak
Lower Makefield Township Manager

TF:ms

cc: Board of Supervisors
Julio Guridy, Director of Compact Authorized Investments

RESOLUTION NO. 2159

A RESOLUTION IN SUPPORT OF THE CONSTRUCTION OF A BICYCLE AND PEDESTRIAN PATHWAY ON THE SCUDDER FALLS BRIDGE AND INSTALLION OF SOUND BARRIERS ALONG ROUTE I-95 BORDERING RESIDENTIAL PROPERTIES

WHEREAS, the Delaware Rive Joint Toll Bridge Commission is considering plans for the reconstruction of the Scudder Falls Bridge across the Delaware River which include a bicycle and pedestrian pathway facilitating pedestrian and bicycle access between the Delaware and Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania; and

WHEREAS, the Federal Highway Administration (FHWA), in its February 24, 1999 Policy statement "Guidance on the Bicycle and Pedestrian Provisions of the Federal Aid Program," urges States to include bicycle and pedestrian accommodations in their programmed highway projects; and

WHEREAS, increasing walking and bicycling offers meaningful exercise opportunities, the potential for greater health of the population, cleaner air, reduced traffic congestion, more livable communities, less reliance on fossil fuels and their foreign supply sources, and more efficient use of road space and resources; and

WHEREAS, a bicycle and pedestrian connection between the Delaware and Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania will encourage increased tourism, interstate commerce and the joint use of recreational parks by the citizens of both Pennsylvania and New Jersey; and

WHEREAS, the expansion of Route I-95 as the result of the reconstruction of the Scudder Falls Bridge will increase the number of cars and trucks using the roadway; and

WHEREAS, the topography of the roadway results in excessive roadway and truck noise due to the sharp incline in the northerly direction and the sharp decline in the southerly direction; and

WHEREAS, residents of Lower Makefield Township living adjacent to Route I-95 desire a reduction of highway noise levels; and

WHEREAS, the erection of noise barriers has been found to reduce the levels of highway noise impacting residential developments along the Interstate system of roads and accordingly preserve or enhance property values; and

WHEREAS, the Board of Supervisors of Lower Makefield Township believe that installation of a bicycle and pedestrian pathway and noise barriers will improve the quality of life of Lower Makefield Township residents, and the region as a whole;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Lower Makefield Township hereby support the inclusion of a Bicycle and Pedestrian pathway on the Scudder Falls Bridge and the construction of sound barriers covering all affected neighborhoods on Route I-95.

BE IT FURTHER RESOLVED, that a copy of this Resolution be sent to the Delaware River Joint Toll Bridge Commission and the respective Governors and Legislators of the Commonwealth of Pennsylvania and State of New Jersey having jurisdiction over the Scudder Falls Bridge project.

BOARD OF SUPERVISORS
LOWER MAKEFIELD TOWNSHIP

By: _____
Gregory Calola, Chair

By: _____
Steve Santarsiero, Vice-Chair

By: _____
Matthew Maloney, Secretary/Treasurer

By: _____
Ronald Smith, Board Member

By: _____
Peter Stainthorpe, Board Member

ATTEST: _____
Terry Fedorchak, Manger
Lower Makefield Township

DATE: 3/6/08

P115

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Kathleen Legere

From: mseva@hardesty-hanover.com
Sent: Monday, February 01, 2010 1:22 PM
To: Scudder Falls Bridge
Cc: aalgazi@hardesty-hanover.com
Subject: Scudder Falls Bridge
Attachments: Scudder Falls Bridge.pdf

P115

ASHE
Region 6

PRESIDENT/NATIONAL DIRECTOR
Abert Algazi

TREASURER/DIRECTOR - SOUTHERN NJ
Samir D. Mody

SECRETARY/DIRECTOR - DELAWARE VALLEY
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Robert Muir, Jr.

PAST PRESIDENT
Richard Prentice

PAST PRESIDENT
Rodney Pello

January 27, 2010

Mr. Frank G. McCartney
Executive Director
Delaware River Joint Toll Bridge Commission
110 Wood and Groves Streets
Morrisville, PA 19067

Re.: Scudder Falls Bridge

Dear Mr. McCartney,

Highway safety is one very important component of our mission as an engineering organization, therefore the American Society of Highway Engineers (ASHE) is pleased to inform you that we are supporting this very important project that will clearly improve safety for this region for which I am the ASHE President. Our members are very familiar with the bridge since most use it daily.

We are in fact joining other organizations such as the Alliance for Action to show our 100% support for this very important I-95 corridor.

Best regards,

Albert Algazi, PE
President ASHE Region 6

P116

2003 FEB -1 PM 3:50

Kevin,

My chief problem with the proposed new Scudders Falls Bridge is twofold. One: Why should it take two return lanes on Woodside Road when only one is proposed for morning traffic? Two: The second stoplight on the Yardley side of Taylorsville Rd. below Woodside could make for very poor traffic flow. Could north bound traffic not be ramped off 95 on a raised ramp into the Park and Ride? This ramp would hit the lot in the outer third and discharge cars onto Woodside rather than Taylorsville. This would let cars pick, right to Washington Crossing, straight to Upper Makefield and left for Yardley. For entrance into the parking lot turn left off of Woodside,as now or left directly off Taylorsville Rd. pass the exit ramp to the right and drive to the end of the old lot and turn left under the ramp and into the new lot. The lot can be enlarged on the canal side as need be. This set-up may also allow an on ramp from Taylorsville north directly onto 95 without crossing Taylorsville as is the case now.

Sincerely

Albert

Albert H. Torongo
1208 Woodside Road
Yardley, PA 19067-1333

P117

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Kathleen Legere

From: John Boyle [john@bicyclecoalition.org]
Sent: Monday, February 01, 2010 6:01 PM
To: Scudder Falls Bridge
Subject: Official Comments of the Bicycle Coalition of Greater Philadelphia
Attachments: Scudder Falls Comment Letter Final w signs.pdf

Dear Mr Skeels

I have attached a copy of our comments on the Environmental Assessment for the Scudder Falls Bridge. These comments are also being submitted in writing via the USPS. Feel free to contact me if you have any questions.

--
John Boyle
Advocacy Director
The Bicycle Coalition of Greater Philadelphia
1500 Walnut St, Ste 1107
Philadelphia, PA 19102
215.BICYCLE (242-9253) X2
http://www.bicyclecoalition.org

February 1, 2010

By First Class Mail and Email

Kevin Skeels
Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067
scudderfallsbridgeEAcomments@hntb.com

Dear Mr. Skeels,

On behalf of the Bicycle Coalition of Greater Philadelphia (BCGP), we are writing to the Delaware River Joint Toll Bridge Commission (Commission) to provide comments on the Environmental Assessment/Draft Section 4(f) Evaluation Document (hereinafter, EA) for the I-95 Scudder Falls Bridge Improvement Project (Project).

BCGP is a regional non-profit education and advocacy organization with 1600 members throughout Southeastern Pennsylvania and New Jersey that promotes bicycling as a healthy, low-cost and environmentally friendly form of transportation and recreation. BCGP was identified in the EA as a project stakeholder and has been an active member of the Transportation Group that was created in connection with the Project.

1. The Project should include a pedestrian/bicycle facility.

A safe walking and bicycling environment is an essential part of improving public transportation and creating more livable and active transportation communities.

BCGP urges the Commission to make this Project's final design serve all users: motorists, bicyclists, and both able-bodied and disabled pedestrians who need access on the bridge for commuting, transportation and recreation. BCGP believes that the Commission should include a pedestrian/bicycle facility in the final design because: a) several federal and state laws and policies require the inclusion of such facilities as long as their cost is not unreasonable; b & c) including a pedestrian/bicycle facility is consistent with state Complete Streets policies and regional master plans, and d) this type of facility enjoys widespread public support.

Given that this new bridge has at least a 50 year lifespan, the Commission has only one opportunity to include a pedestrian/bicycle facility. We urge the Commission to take the historic opportunity afforded by this re-design to make the bridge accessible to all users.

a. Federal law mandates the inclusion of a pedestrian/bicycle facility.

Federal law pertaining to bicycle transportation and pedestrian walkways provides that:

> In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations.[1]

The EA does not suggest that a pedestrian/bicycle facility would not be safe, so BCGP assumes that the indecision about whether to include such a facility in the final design is related to whether its cost is reasonable. On that score, other related regulations and guidance suggest that the cost of accommodation is reasonable when it is 20 percent or less than the total cost of the project. For example,

- **FHWA Bicycle and Pedestrian Policy Statement**[2] – The Federal Highway Administration has a policy that bicycle/pedestrian facilities should be established in new construction projects unless one or more conditions are met. "Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met: (1) bicyclist and pedestrians are prohibited by law from using the roadway; (2) the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project; (3) where sparsity of population or other factors indicate an absence of need....." We don't believe the Project has any of these three conditions.
- **ADA Path of Travel**[3]- The Americans for Disability Act Design Standards requires that when alterations are made to facilities, that they provide access to the disabled. It also states that alternations with costs 20% of the project or less should be considered reasonable. "Alterations made to provide an accessible path of travel to the altered area will be deemed disproportionate to the overall alteration when the cost exceeds 20% of the cost of the alteration to the primary function area. (28 CFR 36.405)"
- **New Jersey's Complete Streets Policy**[4]: This policy states that accommodations to a project would only be considered excessively disproportionate if they cost more than 20% of the project.

The EA estimates that the cost of the pedestrian/bicycle facility is $18 million, 6 percent of the $300 million the EA estimates to be the total cost of the Project. Because the projected cost of the pedestrian/bicycle facility is well below 20 percent of the total cost of the Project, the final design should include the pedestrian/bicycle facility.

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[1] 23 United States Code § 217(e) http://www.fhwa.dot.gov/environment/bikeped/sec217.htm

[2] Design Guidance - Accommodating Bicycle and Pedestrian Travel: A Recommended Approach - A US DOT Policy Statement Integrating Bicycling and Walking into Transportation Infrastructure. http://www.fhwa.dot.gov/environment/bikeped/design.htm

[3] ADA Standards for Acceptable Design -- Department of Justice ADA Title III Regulation 28 CFR Part 36 http://www.ada.gov/reg3a.html

[4] New Jersey Department of Transportation Policy 703 http://www.440study.com/PDF%20Documents/Complete%20Streets%20Adopted.pdf

b. Inclusion of a pedestrian/bicycle facility would be more consistent with relevant state policies.

Applicable state policies espouse the concept of Complete Streets[5], which are streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. New Jersey and Pennsylvania both have policies that embrace this concept, as follows:

New Jersey's Complete Streets Policy[6], which can be found at the Route 440 Study website, provides that "[T]he New Jersey Department of Transportation shall implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs."

Pennsylvania's complete streets policy, which is contained in a PennDOT memo dated April 2007 and referred to as "The Strike-Off letter[7]," requires that that all new projects be evaluated to determine how bicyclists and pedestrians are accommodated, and that a Bicycle/Pedestrian Checklist[8] be used as one means of doing the evaluation. The Strike-Off letter states explicitly that "efforts should be made to evaluate and accommodate all existing projects, including existing projects that have not received environmental clearance in the design process, and projects that were placed on the [Transportation Improvement Program] prior to the effective date."

For consistency with these state level Complete Streets policies, the Project should include a pedestrian/bicycle facility.

c. Inclusion of a pedestrian/bicycle facility would be more consistent with regional plans.

Bicycle and pedestrian access to bridges are encouraged in all regional transportation plans including the Delaware Valley Regional Planning Commission's (DVRPC) Long Range Plan as well as the respective New Jersey and Pennsylvania Bicycle and Pedestrian Plans.

DVRPC's Regional Plan for a Sustainable Future Connections 2035[9] cites as important benefits of "establishing a modern, multi-modal transportation system" the following:

- Allows for greater mobility of people, products, and services.
- Saves drivers in vehicle maintenance costs.
- Provides safer conditions for all modes.
- Reduces automobile congestion, dependence, and associated pollution.

One of the goals of the 2007 PennDOT Bicycle and Pedestrian Plan[10] is to double the number of bicycle and pedestrian trips by 2015.

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[5] National Complete Streets Coalition http://completestreets.org

[6] New Jersey Department of Transportation Policy 703

[7] PennDOT Memo Dated April 4, 2007 from M.G. Patel, P.E., Chief Engineers to District Executives on Integration of Pedestrian and Bicycle Modes of Transportation into Planning and Design Processes (hardcopy format only)

[8] PennDOT Form D-310 (4-06) ftp://ftp.dot.state.pa.us/public/PubsForms/Forms/D-310.pdf

[9] Connections 2035 http://www.dvrpc.org/connections/

The 2004 New Jersey Statewide Bicycle/Pedestrian Master Plan Phase 2[11] envisions New Jersey as a state "where people choose to walk or bicycle; residents and visitors are able to conveniently walk and bicycle with confidence and a sense of security in every community; [and] both activities are a routine part of the transportation and recreation systems and support active, healthy life styles."

BCGP urges that the final design of the Project include a pedestrian/bicycle facility that meets the vision, goals, and objectives of these three state-level and regional plans.

d. The pedestrian/bicycle facility enjoys widespread public support.

The public overwhelmingly supports the inclusion of a pedestrian/bicycle facility. By way of example:

- Ewing Township, New Jersey[12], and Lower Makefield Township, Pennsylvania[13], have passed resolutions supporting inclusion of a pedestrian/bicycle facility;
- Congressman Patrick Murphy supports the inclusion of a pedestrian/bicycle facility;
- 1503 individuals have signed a public online petition[14] for the inclusion of a pedestrian/bicycle facility.
- 114 letters have been sent (thus far) to the Commission as part of this EA public comment period asking for inclusion of the pedestrian/bicycle facility in the final bridge design.

2. The EA should enumerate, qualify and quantify the beneficial impacts of a pedestrian/bicycle facility.

Council on Environmental Quality (CEQ) regulations state that an environmental assessment "[s]hall include brief discussions . . . of the environmental impacts of the proposed action and alternatives . . . ." 40 C.F.R. § 1508.9(b) (emphasis added). Those same regulations define the term "impacts" to include "those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial." 40 C.F.R. § 1508.8 (defining both "effects" and "impacts," which the regulations use interchangeably) (emphasis added).

Further, Federal Highway Administration, Department of Transportation (FHWA) regulations require the preparation of an Environmental Impact Statement (EIS) if an action is likely to have a significant impact on the environment. See, e.g., 23 C.F.R. § 771.119(i). In making that determination, CEQ regulations call for consideration of "[i]mpacts that may be both beneficial and adverse" and advises that "a significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial." 40 C.F.R. § 1508.27(b)(1) (emphasis added). If it does not consider beneficial impacts, an agency has no way of knowing whether all of the impacts (both beneficial and adverse) constitute a "significant effect" giving rise to the need to prepare an EIS.

BCGP does not believe that the EA sufficiently documents the beneficial and positive impacts of including the pedestrian/bicycle facility and urges the Commission to consider, evaluate and document its short and long term environmental and public benefits. Because the Commission has deferred the decision on whether or not to

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[10] 2007 PennDOT Bicycle and Pedestrian Plan ftp://ftp.dot.state.pa.us/public/pdf/BPPlan.pdf
[11] New Jersey Statewide Bicycle/Pedestrian Master Plan Phase 2 http://www.bikemap.com/RBA/NJBikePed.pdf
[12] Ewing Township Resolution #076-161 http://www.scribd.com/doc/6973600/Council-Minutes-20071127
[13] Lower Makefield Township Resolution 2159 http://www.lmt.org/bos/2008/BOSFEB20.pdf
[14] http://www.petitiononline.com/mod_perl/signed.cgi?scudrfls

include a pedestrian/bicycle facility in the final design, BCGP believes a thorough evaluation of the positive benefits is imperative.

Positive benefits of a pedestrian/bicycle facility that the Commission should consider, evaluate and document include, without limitation:

- Provide an alternative means of transportation for commuters. Although p. 91 of the EA acknowledges that the bicycle/pedestrian pathway will provide alternative transportation modes, it does not go into much detail or analysis.
- Decrease vehicular traffic and congestion. P. 91 of the EA claims that a bicycle/pedestrian pathway will provide little traffic relief, but provides no evidence. The final EA should quantify mode shift, especially into the future.
- Increase access to car-free households – The proposed bicycle/pedestrian pathway will be an important bike/pedestrian access point within a 12 mile distance of the river.
- Improve air quality through reduced vehicle miles traveled
- Shift trips to lower-carbon modes by fostering more bicycling and walking in the Bucks County/Mercer County area. According to the 2008 U.S. Census Bureau's American Community Survey, both Mercer and Bucks counties have bicycle commuting mode shares that are less than 1%. Mercer County's is 0.93% and Bucks County's 0.16%. These low mode shares make a case for why the Bridge should have a bike/pedestrian pathway as a means to encourage more bicycle riding and pedestrian activity.
- Health benefits. The National Institute of Medicine recommends fighting childhood obesity by constructing sidewalks, bikeways, and other places for physical activity.
- Favorable impacts on local tourism by connecting the two canals that are destination recreation areas and providing a needed river crossing.
- Existing, potential and latent needs of bicyclists and pedestrians.
- Allow Ewing PA residents to access future Route 1 bus rapid transit at the park and ride without driving.
- Reduced demand for parking spaces at the Park & Ride.
- Improve community livability by reconnecting Ewing Township with Lower Makefield and Yardley Borough, which were severed with the destruction of the Yardley-Wilburtha Bridge in 1961.

3. Funding that the Commission is planning to spend on some components of the Project would be better spent on a pedestrian/bicycle facility.

While BCGP has no reason to dispute that reconstruction of the bridge is necessary to address structure and safety problems, the need for the future bridge to have six travel lanes, three "auxiliary" travel lanes, two inside shoulders for future bus rapid transit (BRT) and two additional side shoulders is highly questionable and one that BCGP does not believe is fully justified. In total, the Commission is proposing to widen the bridge from four (4) lanes to thirteen (13) lanes. BCGP believes this proposed number of travel lanes is excessive.

Nationally, since 2004, vehicle miles traveled (VMT) has leveled off; indeed, VMT declined in 2008[15]. There are many indicators that suggest the EA's 2030 motor vehicle traffic projections may be too robust. Factors that should be taken under consideration include the proposed PA Turnpike/I-95 Interchange, bus rapid transit, tolling, urban revitalization, an increasingly elderly population and uncertain energy prices. The Commission

[15] Brookings Institute. "The Road Less Traveled: An Analysis of Vehicle Miles Traveled Trends in the U.S.", December 16, 2008 http://www.brookings.edu/reports/2008/1216_transportation_tomer_puentes.aspx

also should anticipate that over the lifespan of this bridge, municipalities, states and the nation will have to reduce greenhouse gas emissions, especially carbon, and must implement measures to reduce those emissions from the transportation sector. This means that transportation facilities will have to be designed to shift travel modes away from inefficient single-person drivers to car pooling, mass transit and bicycling and walking. For all of these reasons, BCGP urges the Commission to re-evaluate these factors thoroughly and consider whether funding that the Commission is planning to spend on some components of the Project would be better spent on a pedestrian/bicycle facility that likely will help to obviate the need for those other components.

4. The EA should describe in greater detail the design and dimension of the pedestrian/bicycle facility.

In the EA's cross section of the bridge (p. 38), there is no lane width designated for the pedestrian/bicycle facility. Elsewhere, on p. 50, the EA states that the facility would be 10-12 feet. The final EA should include the width of the facility in the cross section of the preferred alternative.

BCGP thanks the Commission for its careful consideration of these comments. If the Commission has any questions or wishes to discuss any of these comments further, please contact either of us at 215-242-9253, x2 or x6.

Sincerely yours,

John Boyle

John Boyle, Advocacy Director

Sarah Clark Stuart

Sarah Clark Stuart, Campaign Director

cc: Honorable Patrick Murphy, U.S. Congressman
Honorable Rush Holt, U.S. Congressman
Brian Glass, Staff Attorney, Citizens for Pennsylvania's Future (PennFuture)
Sheree Davis, New Jersey DOT Bicycle and Pedestrian Coordinator
Steve Dunlop, PennDOT District 6 Bicycle and Pedestrian Coordinator

P118

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Kathleen Legere

From: Adresser2@aol.com
Sent: Monday, February 01, 2010 7:16 PM
To: Scudder Falls Bridge
Subject: Comments on Proposal

I would like to make comments on two points concerning the proposed Scudder Falls Bridge Improvement Project.

A 1. Please revise the EIS to address the affect of putting tolls on the Scudder Falls Bridge on the traffic levels of other nearby bridges, such as the Calhoun Street Bridge.

B 2. The proposed project will add about 20 acres of new impervious surface. This additional impervious surface will produce large amounts of addition stormwater in the area. A study of the impact of this additional stormwater on the surrounding watersheds must be done.

Thank you,
Alan Dresser
105 East Ferry Road
Yardley, PA 19067

P119

Kathleen Legere 76

From: Don Wenzel [dwenzel@verizon.net]
Sent: Tuesday, February 02, 2010 3:28 PM
To: Scudder Falls Bridge
Subject: Impact of tolls

I'd like to point out that adding tolls to the Scudder Falls bridge will cause many local drivers to avoid that bridge and instead use either the
the Washington Crossing or the Morrisville free bridge. These bridges are already sources of considerable congestion and the idea of putting tolls on Scudder Falls will force additional traffic to these smaller bridges, exactly the opposite of the desired outcome. This will have a negative impact on local traffic, cause increased wait times on these bridges (which is already at times excessive) and contribute unnecessarily to the air pollution.

Have you done any studies to determine how many drivers will attempt to avoid the tolls and use these already over-used bridges?

Please reconsider your idea of adding tolls to the Scudder Falls bridge.

Thank you.

Don Wenzel
Wenzel & Company, Inc.
dwenzel@verizon.net
Office: 609-737-9200
Fax: 609-737-9275
Cell: 609-558-1006
www.wenzel.us

P120

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Kathleen Legere

From: Kara Seymour [Kara.Seymour@SierraClub.org]
Sent: Tuesday, February 02, 2010 3:35 PM
To: Scudder Falls Bridge
Subject: Comments on Scudder Falls Bridge Environmental Assessment
Attachments: 0202 scudder falls bridge comments.doc

Dear Mr. Skeels,

Please see the following comments from NJ Sierra Club Director Jeff Tittel regarding the Scudder Falls Bridge environmental assessment. I've attached them as well. A copy will be send via US mail.
Thank you,

Kara Seymour, Program Assistant
NJ Sierra Club
145 W. Hanover Street
Trenton, NJ 08618
609.656.7612
(f) 609.656.7618
www.newjersey.sierraclub.org

February 2, 2010

Kevin Skeels, PE
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067
Re: Comments on Scudder Falls Bridge Environmental Assessment
From: Jeff Tittel, NJ Sierra Club Director

The proposed widening of the Scudder Falls Bridge on Route I-95 is a colossal undertaking with an exorbitant price tag that will only lead to more sprawl and air pollution. We believe that the environmental assessment for this project is totally inadequate and fails to properly analyze the impacts the widening will have. The size and scope of this project warrant a full environmental impact statement.

We believe this project as proposed is in violation of both federal and state laws, including the Federal Clean Water Act, Federal Clean Air Act, the National Environmental Policy Act, the New Jersey Clean Air Act, New Jersey Global Warming Response Act, New Jersey Clean Water Act, as well as the NJ State Plan.

The proposal to widen the bridge to nine lanes with 14 foot shoulders as well as add a bike and pedestrian path will make the Scudder Falls Bridge twice as wide as the Golden Gate Bridge. With costs soaring to over $300 million dollars, we should call this the Golden Plate Bridge.

We believe the environmental assessment did not do a proper analysis of the impacts this bridge will have on air, water, historic sites or public open space. Nor did it do a comprehensive alternative analysis. The

environmental assessment failed to do a historic view shed analysis from national historic landmarks, like Washington Crossing and Bowman's Tower, as well as consider the impact to the historic Delaware and Raritan Canal in New Jersey. It will also impact the view shed to the National Park Service's federal wild and scenic designation for the lower Delaware River.

The environmental assessment is also deficient because it doesn't take into account changes in traffic patters that will result from the planned connection to the NJ turnpike from I-95 just north of Philadelphia. It did not look at change in traffic patterns based on adding tolls to Scudder Falls, which will force local traffic to free bridges like the Calhoun Street Bridge or the Washington Crossing Bridge. Old data from 2003 was used when planning this project. Since then, patterns have changed and fewer drivers are on the road. The data is flawed as is the alternative analysis.

The additional traffic from the bridge will also lead to more air pollution, further poisoning our air with particulates. New Jersey is already out of compliance for ground level ozone and parts per million. This project will cause major increases in both ground level ozone and PPM, as well as smog. We believe this bridge violates the State Implementation Plan under the Clean Air Act, as well as the Clean Air Act itself.

Because this project will take valuable park land and cover over the Delaware and Raritan Canal, it will have a negative affect on water quality. More than one million people in Central New Jersey get their water form the Delaware and Raritan Canal. The additional runoff will have a negative impact to the water quality. The widening of this bridge is also inconsistent with the region's WQMP. There has been no approval from New Jersey Water Supply Authority. Also, the additional runoff and pollution will result in increased costs for water purification.

This widening project will require the filling in of river bottom. We can expect the loss of a third of an acre of river bottom as result of this project. Development in the floodway or the taking river bottom causes irreparable harm to the river ecosystem that cannot be mitigated under the state or federal Clean Water Act. It will impact the spawning habitat for endangered species, like the Short Nosed Sturgeon and the Atlantic Sturgeon, which is a state endangered species that has been nominated to the federal list.

The filling in of river bottom and disturbing the floodplain also adds to downstream flooding. The Delaware River already has a major flooding problem and this project will only make things worse. This project will destroy valuable wetlands, which are important for flood control and water purification. Increased impervious cover will not only cause more flooding but more stormwater runoff. The design of the bridge so far does not adequately deal with stormwater issues.

The environmental assessment fails to address the secondary and cumulative impacts of this project. Secondary impacts of this project include flooding and water quality impacts from the additional development this bridge will encourage. If the bridge is widened to the proposed size, we will see a dramatic increase in sprawl and overdevelopment on both sides of the river but have no plan in place to actually manage that growth. The cumulative impact will be the increase of air and water pollution in an area that is already overburdened with both.

The environmental assessment did not consider the impacts from the taking of parkland, which must be reviewed and approved by the New Jersey State House Commission. There also has been no historic review by the National Park Service. This project is inconsistent with the NJ State Plan. It violates many policies, including: Policy 14 on Air Quality; Policy 10 on Greenways and Scenic and Historic Corridors; Policy 5 on VMT reductions, and Air Resources Policy 1 on the SIP. It also violates Transportation Policy 6 on Transportation and Air Quality, Policy 7 on Energy Conservation, Policy 14 on Efficiency and Utilization of Capacity, and Policy 16 on Demand Management Strategies.

The proposal violates goals of the NJ State Plan as well. It is in violation of Goal 1 on Urban Revitalization, Goal 2 to Conserve the State's Natural Resources, Goal 4 to Protect the Environment, and Goal 7 to Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value. This investment in the bridge will promote sprawl and suburban growth at the expense of cities while undermining air quality, water quality and our natural resources.

Not only is this proposal expensive and harmful to the environment, it will not alleviate traffic problems. For travelers heading south, Route I-95 will go from five lanes on the bridge down to two lanes once entering Pennsylvania. Vehicles during rush hour will be bottlenecking once leaving the bridge, causing traffic jams and accidents. A bridge this wide and big will not function as proposed. And because of the new toll, there will be more traffic on older, worn out bridges and congestion in our neighborhoods and towns.

There is not a need to expand the bridge to the size proposed. The data used when planning this widening project was collected in 2003 and since then, people are driving less. Traffic projections have gone down and all major toll roads are seeing fewer drivers. More importantly, a change in traffic patterns in the region was not considered. The addition of a new interchange on 95 in Pennsylvania will allow drivers to access the New Jersey Turnpike at exit 6 in Burlington County. This will divert a lot of cars and trucks from the stretch of I-95 where the Scudder Falls Bridge is located. This change in traffic pattern was not considered when this proposal was developed.

There has been an effort made by the DRJTBC to make the proposal appear as if has a public benefit on air quality when really, it's just a front and no real progress will be made. The shoulders were made wider for bus service; however there are no plans by NJ Transit to expand into PA. As it is, NJ Transit cannot deal with current routes and is cutting back its service. The pedestrian path is an attempt to show something is being done about air quality, but there is no way to connect pedestrian traffic to the D and R Canal and you cannot put pedestrian and bike access on an interstate highway.

Not only is the proposed bridge itself badly designed but access on and off the bridge will continue to be poor. On the New Jersey side, the proposal calls for a small circle roundabout followed by a diamond interchange. This will only cause confusion, accidents and traffic jams. The current design is bad enough – this proposal is similar to how it is now except for the added traffic circle.

Even the proposed tolls for the project are poorly planned. In an attempt to avoid a backup at the toll booth, a toll without booths is being proposed. Drivers without E-Z Pass will have their picture taken as they go over the bridge and will be mailed a bill. The administrative costs of that process will be equal to the revenue generated from the toll. Also, many travelers from out of town will receive a bill and will likely be confused and simply not pay it.

We agree that the Scudder Falls Bridge needs to be repaired and modernized to get rid of some of the concerns and safety problems but we don't need this massive gold-plated bridge. It makes no sense to spend all this money in New Jersey to send more people and jobs to Pennsylvania.
There are some reasonable alternatives.

The bridge could be redesigned with entrance ramps that actually merge onto the highway before the bridge, saving us tens of millions while making the interchanges safer and easier to navigate.
Instead of widening the bridge by more than doubling its size, we could establish flex or reversible lanes that would allow more lanes to open up during rush hour.

According to DRJTBC estimates, after this is all done the bridge will still function at level a D. Currently it is at level F. For all that money, we will see hardly any improvement and there will still be congestion problems because of the design. The only thing this bridge widening will accomplish is add more greenhouse gases to the

atmosphere and violate Global Warming Response Act. Plus, people will loose their houses and land in the process.

There are better, more efficient, ways to save money and protect the environment while actually getting people where they need to go. The environmental assessment for this proposal is wholly inadequate and a further EIS is warranted. As proposed, this project violates the National Environmental Policy Act and the Federal Stimulus Law, so it will not be eligible to receive federal funding.

SIERRA CLUB
FOUNDED 1892

NEW JERSEY CHAPTER
145 West Hanover St., Trenton, NJ 08618
TEL: [609] 656-7612 FAX: [609] 656-7618
www.SierraClub.org/NJ

February 2, 2010

Kevin Skeels, PE
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067
Re: Comments on Scudder Falls Bridge Environmental Assessment
From: Jeff Tittel, NJ Sierra Club Director

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The bridge could be redesigned with entrance ramps that actually merge onto the highway before the bridge, saving us tens of millions while making the interchanges safer and easier to navigate. Instead of widening the bridge by more than doubling its size, we could establish flex or reversible lanes that would allow more lanes to open up during rush hour.

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There are better, more efficient, ways to save money and protect the environment while actually getting people where they need to go. The environmental assessment for this proposal is wholly inadequate and a further EIS is warranted. As proposed, this project violates the National Environmental Policy Act and the Federal Stimulus Law, so it will not be eligible to receive federal funding.

P121

78

Kathleen Legere

From: Stefan Ruepp [stefan.ruepp@gmx.net]
Sent: Tuesday, February 02, 2010 9:44 PM
To: Scudder Falls Bridge
Cc: tracy_ruepp@yahoo.com

We attended the open house and public hearing for the Scudder Falls bridge project.
We were surprised that a decision was made to toll the bridge only after the environmental assessment was completed and to use the current assessment despite this significant omission.
A We consider the current environmental inadequate as it does not take the impact of tolling the bridge on the local community into account. It is generally observed that tolling a road leads to an increase in traffic on roads allowing to avoid the toll. This is especially relevant for the Scudder Falls bridge project as alternative routes like the very near toll free Washington Bridge provide an easy accessible alternative route. This is likely to have a significantly negative impact on the local communities and will decrease the toll revenue. Given the easy avoidance routes we think not tolling the bridge would be afar better option. Alternatively the environmental assessment should be re-evaluated for the currently proposed project.
While we strongly support the erection of sound barriers we were disappointed that the
B current plan does not propose continuous sound barriers, but has gaps near developments. As open fields do not provide much noise reduction and as sound does not only travel orthogonal we think that closing these gaps would be good value for money and would substantially improve the living conditions nearby assuming the increase in traffic currently projected by the planning commission.

Stefan and Tracy Ruepp
--
Stefan Ruepp
1307 Clearview Drive
Yardley
PA 19067
USA

Phone: +215-493-3416

stefan.ruepp@gmx.net

GRATIS für alle GMX-Mitglieder: Die maxdome Movie-FLAT!
Jetzt freischalten unter http://portal.gmx.net/de/go/maxdome01

P122

Kathleen Legere

79

From: Sal Marino [salemnj@gmail.com]
Sent: Wednesday, February 03, 2010 7:26 AM
To: Scudder Falls Bridge
Subject: New Bridge

Is this bridge to be wider than the Golden Gate Bridge? LOL. Estimate the cost of a pedestrian/bicycle walkway under the main roadway. Then estimate the cost of 8 lanes and one shoulder. Maybe this would even out the cost factor. Look to the future; fuel prices, etc. Our children may have to use bicycles to get to where they want to go. Think outside the box.

If you would like to find a store along the Shore that carries our book, click on the first page of this website: http://salmarino.tripod.com/NewJerseyBoardwalk/

P123

Kathleen Legere

80

From: S & J Kinbar [skinbar@comcast.net]
Sent: Wednesday, February 03, 2010 8:29 AM
To: Scudder Falls Bridge
Subject: Comments on the Scudder Falls Bridge Project

A 1. It makes no sense whatsoever to build a structure of the magnitude of the proposed bridge and not include a facility for pedestrians and bicycles. If it is a matter of cost, then charge motorists an extra nickel. If you do not include a pedestrian/bicycle lane, two things will happen: (1) Some pedestrians and cyclists will use the bridge shoulders, illegally and unsafely; and (2) some trips that might be made on foot or bike will be made by car instead, thus increasing bridge traffic.

B 2. Are the traffic projections that call for a bridge this wide based on erroneous assumptions? Once the interchange between the PA Turnpike and I-95 is completed, much traffic using the existing Scudder Falls Bridge (or projected to do so in the future) will use the Turnpike Bridge instead. This will provide a more direct freeway route from the Philadelphia area to Northern New Jersey and New York.

Sheldon Kinbar, P.E.
Medford, NJ

P124

Kathleen Legere

81

From: Walt and Esther [underwalt@aol.com]
Sent: Wednesday, February 03, 2010 8:30 AM
To: Scudder Falls Bridge
Subject: Bike/Pedestrian lane needed

Dear Sir/Madam:

This morning's Inquirer stated that the plans for a new Scudder Falls Bridge is to have nine lanes for auto and truck traffic, two 14-foot-wide dedicated lanes for buses, and two 12-foot-wide shoulders. But, a pedestrian/bike lane would be too expensive. This doesn't make a lot of sense. Motor vehicles now have 4 lanes, perhaps they could do with fewer than 11 lanes.

At a time when we are encouraging walking and biking as means of commuting as well as for recreation it is especially important to include pedestrian/bike lanes on all bridges. In this instance there are heavily used trails on either side of the river, making it doubly important to include a lane. This bridge will be in place for 50 years or more. You must make the right decision for the future as well as today.

Walter and Esther Underhill
underwalt@aol.com
Malvern, PA 19355

P125

Kathleen Legere

82

From: Jonathan Hodgson [jpehodgson@verizon.net]
Sent: Wednesday, February 03, 2010 9:09 AM
To: Scudder Falls Bridge
Subject: Pedestrian Walkway and bike path

It seems incredible that you would even consider reconstructing the Scudder Falls bridge without a pedestrian walkway and a bike pathway.
I find the general tendency to assume that only powered vehicles need consideration to be far too prevalent.

If money is a problem a small toll (trivial to colelct with EZ pass will resolve that issue.

Jonathan Hodgson

P126

83

Kathleen Legere

From: Matt Wysong [mattwysong@gmail.com]
Sent: Wednesday, February 03, 2010 9:14 AM
To: Scudder Falls Bridge

Bike and pedestrian facilities on the Scudder Falls Bridge will boos transportation equity and quality of life for local residents.

P127

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Kathleen Legere

From: Klein, Mitch E [mitch.klein@cwphilly.com]
Sent: Wednesday, February 03, 2010 9:18 AM
To: Scudder Falls Bridge
Subject: New Bridge

I commute from South Brunswick, NJ to Philadelphia, PA every work day. After reading about the plans for the new bridge I have a few comments:

A 1) Please please keep the toll as low as possible. As much as I enjoy the current free crossing, I do understand the need for a toll. However, the lowest toll possible will be appreciated.

On an annual basis, minus vacation days, holidays, etc, a $4.00 toll would cost the average commuter nearly $1,000 a year. That on top of gas prices, that is monumental. At $0.75 per toll, the average commuter would only pay less than $200.00 per year.

B 2) Night work. While it might cost more to build the bridge, it would cause less traffic tie ups and driver aggravation. Less traffic means less pollution and happier drivers.

Good luck.

Regards,

Mitchell Klein

Mitch Klein
Local Sales Manager
CW Philly 57/CBS 3
1555 Hamilton Street
Philadelphia, PA 19130
215-977-5745
mitch.klein@cwphilly.com

P128

85

Kathleen Legere

From: imagicdigital@gmail.com on behalf of Danya Henninger [danya@imagicdigital.com]
Sent: Wednesday, February 03, 2010 9:23 AM
To: Scudder Falls Bridge
Subject: Bridge Needs Walkway/Bikeway

I am writing apropos the Inquirer article today on the Scudder Falls Bridge replacement.

In this day and age, when we as a society are moving away from auto transportation, this bridge needs a bike path, if not a walkway as well. Electric bicycles are becoming more and more popular, and it is not a stretch to imagine people using this bridge for bicycling for fun or commute.

An increase of 6% in funds needed seems awfully low for the return of this addition. Get stimulus funds, green building funds -- they are out there! What a disgrace if the bridge is rebuilt with no regard to non-auto users.

Thank you for your time.

Danya Henninger
PO Box 63881
Philadelphia, PA 19147

--
Danya Henninger

www.imagicdigital.com
www.phillydesignblog.com

215-326-9213
danya@imagicdigital.com

P129

86

Kathleen Legere

From: JTMallon@aol.com
Sent: Wednesday, February 03, 2010 10:00 AM
To: Scudder Falls Bridge
Subject: Bridge Plan

A- I would strongly recommend having a bike and pedestrian lane. I travel to bike paths and the absense of such a path will stop tourism for bike riders in the area. Also, a plan to bill cars for a $.75 toll makes no sense in light of the cost to mail the invoices. It would be cheaper to make it free.

B-2 A cost study of such a toll collection system would show it is flawed. All it will lead to is more employees working at a net loss of revenue.

Joseph T Mallon

P130

87

Kathleen Legere

From: Jtlah@aol.com
Sent: Wednesday, February 03, 2010 10:00 AM
To: Scudder Falls Bridge
Subject: Walkway

Why are there plans for five lanes on the north bound bridge when there are only going to be three lanes feeding them. Convert one of the lanes to a pedestrian/bicycle lane and the cost will not be increased at all. In fact it may be decreased. The walkway for bicycles & pedestrians is necessary.
Ted Lahner. P.E.

P131

88

Kathleen Legere

From: Landon Jones [landon3@gmail.com]
Sent: Wednesday, February 03, 2010 10:04 AM
To: Scudder Falls Bridge
Subject: Bike Path on the Scudder Falls Bridge

Dear Mr. Skeels,
I read in the Inquirer this morning that the Commission is considering omitting a bicycle/pedestrian path in its plans for renovating the Scudder Falls Bridge. I write to express my strong support for the inclusion of such a path. I grew up in New Jersey and live in Philadelphia and with some frequency bike to my parents' house in Princeton. I am frustrated by the limited options I have to ride a bike over the Delaware River. For that personal reason (but also for general environmental reasons, promotion of physical fitness, etc.), I believe it would be worthwhile to spend the additional money for the inclusion of a bike/pedestrian path, in addition to the NINE planned motor vehicle lanes, plus two bus lanes. Accordingly, I urge the Commission to include plans for such a path.

Very truly yours,
Landon Jones
359 E. Gowen Ave.
Philadelphia, PA 19119

P132

89

Kathleen Legere

From: Marilyn Silberfein [geog100@verizon.net]
Sent: Wednesday, February 03, 2010 10:18 AM
To: Scudder Falls Bridge
Subject: bike and pedestrian access on new bridge

We would like to add our voices to the request for pedestrian and bike access on the new Scudders Falls Bridge. To build a new bridge without such access makes no sense, it would be very old fashioned and no important improvement over the existing span (the new bridge may be too wide as well but that is another issue). Bike transport is being encouraged everywhere--we are behind in our area. This is a no-brainer.

Marilyn and John Pawling.
Bucks County.

P133

90

Kathleen Legere

From: Kit [kitkitleary@verizon.net]
Sent: Wednesday, February 03, 2010 10:19 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Replacement Plan

Sirs,
Today I read the Philadelphia Inquirer report on the new plan to replace the Scudder Falls Bridge, and I an outraged that so little concern is given to the growing segment of the population that walks and/or rides bicycles. Nine lanes for autos and NOT ONE LANE for pedestrians or bicyclists!? How can you be serious with such a plan?

You project a 35% increase in auto traffic, but while ignoring those who don't drive, you are planning an increase of over 100% in auto lanes.
Are you sure that there will still be oil available for gasoline in the future you anticipate?

Perhaps the plan should be re-evaluated. The claim of no Federal funds being available doesn't ring true given recent news stories of expanded Federal stimulus plans for infrastructure. Please check your number and try again.

Regards,
Christopher P. Leary
2105 Wallace Street
Philadelphia, PA 19130

P134

91

Kathleen Legere

From: Richard Press [rap@usa.net]
Sent: Wednesday, February 03, 2010 10:29 AM
To: Scudder Falls Bridge
Subject: Comment on new bridge plan

To whom it may concern:
As a lifelong Bucks County resident and one who has loved jogging along the canals, I urge you to consider adding a walkway to the new bridge plan.

Sincerely,
Richard Press

P135

92

Kathleen Legere

From: abingph@verizon.net
Sent: Wednesday, February 03, 2010 10:31 AM
To: Scudder Falls Bridge
Subject: Comments on Scudder Falls Bridge

I am writing to urge inclusion of dedicated lanes for bicycles and pedestrians as part of the plan for a replacement Scudder Falls bridge.

The current proposal is too big, with 11 lanes of vehicular traffic. While expanding the current bridge size is sensible, this proposal is too large and includes more vehicular traffic lanes than are warranted.

I strongly urge you to replace two of the lanes proposed with lanes that will serve pedestrians and bicyclists. That will enable the bridge to include badly needed bike and pedestrian lanes without significantly increasing the footprint or cost of the bridge.

Sincerely,

Robert Wendelgass
33 East Abington Avenue
Philadlephia PA 19118

P136

93

Kathleen Legere

From: Tom Jackman [teejaya@verizon.net]
Sent: Wednesday, February 03, 2010 10:49 AM
To: Scudder Falls Bridge
Subject: Scudder Falls bridge comments

I travel bridge daily AM/PM and major traffic is during rush hour, otherwise not bad.
Most practcal expansion is 3-traffic lanes each direction.
More than 3 lanes each way is overkill since traffic will be slowed by toll collection and highway has max 3 lanes each way.
In lieu of 9 lane bridge, 6 lanes can be done with adding one lane overhanging each side of present bridge (similar to resent Route #1 bridge addition). If walkway is used then add metal walkway frame on outside of addition.

Thomas Jackman

P137

94

Kathleen Legere

From: Weimin Wang [www6982@yahoo.com]
Sent: Wednesday, February 03, 2010 10:56 AM
To: Scudder Falls Bridge
Subject: Comments on I-95/Scudder Bridge Public Hearing

37 Lower Hilltop Rd
Yardley, PA 19067

Mr. Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission 110 Wood and Grove Streets Morrisville, PA 19067

February 3, 2010

Dear Mr. Skeels,

I attended your public hearing last month and pleased to know the process of the I-95/Scudder Falls Bridge Improvement Project. I am for the proposed actions with two concerns.

A One is about sound barriers. I support including sound barriers along the Route 332 to the Bridge without any planned gaps. It may reduce some costs now to leave some gaps but in the long run it may be more cost-effective to build the barrier all at once.

B The other concern is your plan to add toll booths for the new bridge. I think such a measure will defeat the purpose of this project of "alleviating recurring current and future traffic congestion." I used Route 1 toll bridge occasionally during the rush hours in the past, I found the toll booth slows down traffic a lot and in many times it is only marginally faster than taking Calhoun Street Bridge. I have driven to many places and see the issues with toll booths. One example is to drive to Washington D.C. on I-95. Each time the traffic is slowed down or stopped, it is caused by the toll booths. I understand it needs regular revenue to maintain bridges and highways, but there are surely better ways to raise funds, definitely not the toll booths. Moreover, with toll booths, each day more vehicles will slow down and stop for tolls, which emit more pollution to adjacent area along the bridge.

In addition, are you considering applying for the federal stimulus money for infrastructure? It should be a good resource for partial funding.

Thanks for your attention and considering my concerns as a local resident.

Sincerely yours,

Weimin Wang

P138

95

Kathleen Legere

From: chris119@att.net
Sent: Wednesday, February 03, 2010 11:12 AM
To: Scudder Falls Bridge
Subject: written comments re Scudder Falls Bridge Plans

Importance: High

69 Mt. Eyre Rd.
Washington Crossing, PA 18977
February 1, 2010

Kevin M. Skeels
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove St.
Morrisville, PA 19067

Dear Mr. Skeels,

Our family has lived in our home at 69 Mt. Eyre Rd in Lower Makefield Township for the past 17 years. Our house is located about 1 mile north of the Scudder's Fall Bridge and is on the section of Mt. Eyre Rd. between the Delaware Canal and River Road. This portion of Mt. Eyre Rd. has 8 houses (i.e., 4 houses on one side of the street and 3 houses on the other side). The street is zoned residential with a speed limit of 25mph; both the street and the bridge do not have pedestrian sidewalks. Although our street normally has relatively light car traffic, in the past, children have been hit by cars when crossing the Mt. Eyre Rd because some motorists use our street as a connector road to from Taylorsville Rd. (speed limit 40mph) to River Rd (speed limit 40mph).

One of the canal bridges (which we will refer to as the Mt. Eyre Canal Bridge) connects our road to Taylorsville Rd. There is a small gravel lot on Taylorville Rd where people park and walk across the Mt. Eyre Canal Bridge to access the Delaware Canal towpath. Several area cross country teams practice on the towpath and use the Mt. Eyre Rd canal access point as their starting and ending location. When we first moved to our house, the Mt. Eyre Canal Bridge had a weight limit of 6 tons; although a few years ago, the Mt. Eyre Canal Bridge was repaired and no longer has that weight restriction. When traversing Mt.Eyre Rd by car, care has to be taken in watching for cars traveling in the opposite direction given certain visibility issues due to the bridge approach and dips in the road. Car accidents have occurred here in the past.

In terms of the Scudder's Fall Bridge, our family crosses the Scudder's Fall Bridge several times a day. Our youngest son attends Notre Dame High School in Lawrenceville, NJ where he is involved in various school events and practices that take place in Mercer County. Additionally, we routinely attend church services and shop in NJ. From our family's point of view, the Scudder's Fall Bridge is just another road allowing us to participate fully in our area community which is physically located on both the Bucks and Mercer Co. sides of the Delaware River.

Our comments regarding the Scudder's Fall Bridge construction project concern the following: 1) the construction impact of the bridge, 2) the bridge long-term use issues and 3) the size and scale of the proposed bridge.

A With respect to the construction phase of the project, we would like to make sure that our road, Mt. Eyre, will not be used as a construction detour. We would hope that if traffic needs to be detoured from Woodside Rd during construction, the 532 Canal Bridge in Washington Crossing would be the path of the detour since the 532 Canal Bridge is wider than the Mt. Eyre Rd Bridge, has ample sidewalks and is zoned commercial. We also hope that construction vehicles would be required to use the 532 Canal Bridge and not Mt. Eyre Rd., a residential street. Just as the bridge designers have taken into account the needs of local residents by expanding the number of sound barriers to reduce the noise impact of the bridge, we hope that you will take into account the noise, traffic and safety construction impacts for Mt. Eyre Rd residents and visitors who access the Delaware Canal Towpath at Mt. Eyre Rd.

B Our second area of concern is the plan to charge tolls on the Scudder's Fall Bridge. We believe that this will defeat the point of the bridge expansion since the toll collection process will reduce traffic flow and possibly bottleneck traffic. We are concerned that motorists will attempt to evade the tolls and make use of the Washington Crossing and Calhoun St Bridges as toll-free alternatives. We believe this increased traffic on the Washington Crossing Bridge may result in an increase of traffic on our street, Mt. Eyre Rd resulting in many of the noise and safety issues stated above. Additionally, the use of tolls could undermine the sense of community that has existed among both sides of the river.

C Finally, we have some concerns about the size of the bridge expansion. We recognize that the Exit 51 bridge on-ramps are dangerous. However, from our experience, the bridge only backs ups during one period in the morning in the northern (PA to NJ) direction and one period in the evening in the southern (NJ to PA) direction. Otherwise, there is good throughput on the bridge and much of the time the bridge traffic is very light to nil. The proposed bridge seems like overkill in terms of number of lanes, i.e., 9 lanes in total. We feel that the proposed bridge will alter the semi-rural nature of the area especially given that it runs through one of Bucks County's unique park and wildlife areas.

Thank you giving us the opportunity to voice our concerns. We hope that you will help us to maintain the character of our street and community.

Sincerely,

Chris Wismer and John Wismer

cc. State Rep. Steve Santarsiero, D-31

P139

96

Kathleen Legere

From: Robert Mason [rmason@temple.edu]
Sent: Wednesday, February 03, 2010 11:31 AM
To: Scudder Falls Bridge
Subject: Pedestrian/Bicycle Bridge

To Whom It May Concern:

A bicycle/pedestrian bridge is essential—preferably one that is below the main bridge deck. A bridge will be in place for many years—and over those years, we should anticipate increased demand for non-motorized crossing of the river via the Scudders Falls Bridge. I am dismayed that only driving needs seem to be seriously considered—the thinking seems to be that we cannot do enough to make it possible to drive, indeed to provide so much capacity that we encourage more auto traffic—yet do nothing to encourage alternatives to fossil fuel consumption.

Please include a pedestrian/bicycle component for OUR bridge. Thank you.

Robert J. Mason
257 S. Franklin St.
Lambertville, NJ 08530

P140

97

Kathleen Legere

From: Joseph Timoney [jtimoney@thetimoneymanagementgroup.com]
Sent: Wednesday, February 03, 2010 12:08 PM
To: Scudder Falls Bridge
Subject: Comment on Scudder Falls Bridge Plan

I would like to take this opportunity to voice my displeasure with the plans for the Scudder Falls Bridge as presented.

The failure to include travel lanes for pedestrians and cyclists is illogical and poorly thought out.

Thank you.

THE TIMONEY
MANAGEMENT GROUP, LLC

Joseph B. Timoney, Jr.
President
The Timoney Management Group, LLC
P.O. Box 36
Gwynedd, PA 19436-1000
267-218-6797 (c)
267-421-6890 (o)

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P141

78

Kathleen Legere

From: Donna Boone [donna@delawareandlehigh.org]
Sent: Wednesday, February 03, 2010 12:22 PM
To: Scudder Falls Bridge
Subject: Bicycle & Pedestrian Access

Mr. Kevin Skeels,

Landmark Towns of Bucks County is a regional economic development initiative of the Delaware and Lehigh National Heritage Corridor, Inc. and the four borough's of Bristol, Morrisville, New Hope and Yardley, PA. Our mission, quite simply, is to increase economic development and tourism opportunities within the downtown commercial districts of these communities and the surrounding region of Bucks County.

Recently, Landmark Towns completed a Strategic Wayfinding Plan with the intention of making it easier to navigate to, from and through the Landmark Towns region of Bucks County. The planning process included project oversight led by a team of stakeholders representing each of the Landmark Towns communities. Public meetings were held to gather input and review and comment on the plan. A complete copy of the plan may be viewed at http://www.landmarktowns.com/library/ .

Several strategies were identified to assist us in implementing the plan. Among them were recommendations for signage, marketing to visitors, bicycle wayfinding and public transportation strategies. Included in the bicycle wayfinding strategy were recommendations to create strong bicycle and pedestrian access routes, improve bicycle access via regional rail and to encourage the towns to create "complete streets" policies to build out the local bicycle infrastructure. Also included was a recommendation to organize rides and festivals and to provide opportunities to encourage tourism and celebrate the Landmark Towns as "bicycle friendly" communities.

I am writing you on behalf of the Landmark Towns Board of Directors and the communities that we represent to encourage you to consider our economic development initiatives and the future health of these and other surrounding communities when making your decision on including bicycle and pedestrian access on the Scudder Falls Bridge expansion.

While the initial cost may be less to exclude pedestrian and bicycle access on Scudder Falls Bridge, the resulting economic impact on the surrounding communities will be much higher.

Thank you for your consideration.

Donna Boone
Regional Main Street Coordinator
Landmark Towns of Bucks County
http://www.landmarktowns.com
(215) 781-2605
#2 Canal's End Road
Suite 204C
Bristol, PA 19007

DELAWARE & LEHIGH
NATIONAL HERITAGE CORRIDOR

P142

79

Kathleen Legere

From: Jack Shepherd [jack.shepherd@verizon.net]
Sent: Wednesday, February 03, 2010 12:31 PM
To: Scudder Falls Bridge
Subject: Bike lane for I 95 Bridge

Dear Sir or Madam,
I am a cyclist who travels to Yardley on the SEPTA train from Philadelphia to ride on the canal towpath trails. It would be a great help for me to be able to cross the Delaware River at the new Scudders Falls Bridge.
In a time when we are trying to address problems of obesity and various medical issues resultant from a lack of exercise and considering their costs to our nation, it seems penny wise and dollar foolish to not include a lane for bicyclists and pedestrians when the added cost is only about 6% (Phila. Inquirer, 3 Feb., 2010).
A bicycle/pedestrian lane also responds to the need to minimize the environmental impact of the bridge, particularly as the plan is for the number of motor vehicle lanes to be more than doubled, thus encouraging more use by polluting motor vehicles.
As it is to become a toll bridge for motor vehicles I would be happy to pay my share as a cyclist when crossing the bridge.
With bicycling and walking becoming more and more popular, undoubtedly during the life of the bridge such a lane will be required and the cost will be far more than the $17 to $19 million for it to be included in the original design. Please include a bicycle/pedestrian land in the design now.
Thank you for your consideration of my request.
Sincerely,
William J. Shepherd
7902 Winston Road
Phila., PA 19118-3533
215 200 0148

P143

100

Kathleen Legere

From: Stanford, Chris [CSTANFORD@mbakercorp.com]
Sent: Wednesday, February 03, 2010 12:35 PM
To: Scudder Falls Bridge
Subject: bike/ped access

I strongly feel that the bridge should include a barrier protected area for bicycle and pedestrian access across the river.

Thank you,

Chris Stanford

P144

VILLA VICTORIA ACADEMY

376 West Upper Ferry Road • Ewing, New Jersey 08628
Telephone: 609.882.1700 • Facsimile: 609.882.8421
www.villavictoria.org

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION ENGINEER
2010 FEB -2 AM 11:02

January 24, 2010

Delaware River Joint Toll Bridge Commission
110 Wood & Grove Streets
Morrisville, PA 19067

Dear Mr. K. Skeels,

We are writing on behalf of the Administration and Board of Directors of Villa Victoria Academy, a private Catholic school for girls in grades K-12, located at the junction of Rt. 29 and I-95 in Ewing Township, NJ. We are celebrating our 76th year at this location.

While we support the planned improvement of the Scudder Falls Bridge, we have several concerns and have outlined them below.

A 1. When we attended the Public Hearing on 20 January 2010 held at our school, it was unclear to us how the school's main driveway would be impacted by the planned roundabout intersection on the south side of the bridge in NJ. The main entrance to our school is on Rt. 29. Vehicles departing the school can currently access either Rt. 29 North, or the ramps to I-95 North/South. Judging from the map on display at the Public Hearing, it would appear that there would no longer be access to I-95 from our school. If this is the case, we are not in support of the current design.

B 2. We are opposed to the recent announcement that the Scudder Falls Bridge will become a toll bridge. Approximately 50% of our students live in Pennsylvania. While a typical commuter would incur a toll twice daily, our families would incur this toll four times, both when dropping off and picking up a student. We believe that imposing a toll has the possibility of negatively impacting both our current families and future enrollment.

A 3. We also have serious concerns about the small size of the proposed roundabout intersections and the elimination of the I-95 entrance ramp adjacent to the NJ State Police property. Elimination of this ramp will mean that all the southbound truck traffic on Rt. 29 will need to negotiate a roundabout intersection adjacent to our school. Since trucks are normally challenged by both of the current ramps from Rt. 29 to I-95, we feel that elimination of one ramp and addition of a small roundabout intersection will cause unnecessary congestion on Rt. 29 in front of the school property. We believe that a further study is needed to address not just the number of vehicles which use each ramp, but the kind of vehicles which will have to negotiate both the roundabout intersection and the ramp's incline. We believe that the current vehicle count does not accurately reflect the amount of large truck traffic.

If you would like to discuss our concerns in more detail, please feel free to contact us at (609) 882-1700 x 11.

Sincerely yours,

Sr. Lillian Harrington
President, Villa Victoria Academy

Nicholas Regina
Nicholas Regina,
Chair, Villa Victoria Academy Board of Directors

P145

102

Kathleen Legere

From: rwfcook@aol.com
Sent: Wednesday, February 03, 2010 1:30 PM
To: Scudder Falls Bridge
Subject: Bicycle & Pedestrian Accommodations-New Scudders Falls Bridge

It is vitally important that the new Scudders Falls Bridge be built with appropriate bicycle and pedestrian accommodations. It would be a travesty if this project, intended to last for two or three generations, is built with a 20th century mindset. Providing the public with multiple travel options is not a futuristic fantasy, it is what is happening now.

Robert W. Cook, AICP

P146

103

Kathleen Legere

From: William D. Rickett [bill@bctma.com]
Sent: Wednesday, February 03, 2010 2:37 PM
To: Scudder Falls Bridge
Subject: FW: Scudder Falls Bridge Environmental Assessment

From: William D. Rickett [mailto:bill@bctma.com]
Sent: Wednesday, February 03, 2010 1:57 PM
To: 'ScudderFallsBridgeEAcomment@hntb.com'
Subject: Scudder Falls Bridge Environmental Assessment

The Bucks County Transportation Management Association (TMA Bucks) expresses its endorsement of the inclusion of Bus Rapid Transit lanes (BRT) in the proposed design of the new Scudder Falls Bridge.

TMA Bucks has worked closely with the NJ DOT on the Route One Corridor BRT Study, and early on suggested and supported extension of that project into Bucks County to an end point at Oxford Valley Mall. Traffic congestion on Route One and growing traffic counts on Interstates 295 and 95 make this project a vital component of future traffic management for our region.

TMA Bucks supports the retention of the BRT lanes in the final design and construction.

Bill Rickett
Executive Director
Bucks County Transportation Management Association, Inc.

P147

104

Kathleen Legere

From: dntimbie [dntimbie@verizon.net]
Sent: Wednesday, February 03, 2010 2:38 PM
To: Scudder Falls Bridge
Subject: Scudders Fall Bridge Comment
Attachments: scudders falls bridge.doc

See attachment

It appears that the decision has already been made, and the public is being asked for input because it is required.

The proposed plans for the renovation/re-do of the Scudders Falls Bridge is cost prohibitive. Today's financial environment should be a clue that it is on the wrong course.

Where are the alternative proposals and estimated costs? Your group told me that there aren't even construction plans yet, or if the project is to be bid out as a design-build or do a design and then bid - build. This leaves a lot of room for higher construction costs and/or reductions in scope than your estimates show. You have wasted $12 million over 3 years to put together this document of lines on paper with no approvals?

Anyone that has ever been around construction projects knows the pitfalls and the probable over runs with change orders, which makes the $310 million a wild guess, and that is even if you had plans.

To say that a bridge is obsolete after 50 years is also unacceptable. This country or state cannot afford that! Wouldn't it be much more reasonable to build a two lane local bridge? Would't the infrastructure cost a lot less? Wouldn't this be better in the future for upkeep and maintenance?

The Payback. At 60,000 cars both ways a day, a charge of $2 one way (even if that amount was 7 days a week) would be $22 million a year or a 15 year payback, and this does not include interest and toll collection costs. A worse issue is that the bonds required for this project will crowd out other required projects in the future.

The Issues. The back ups at the bridge are created by the entrance ramps on to the bridge on both sides. The most cost effective way to improve the safety and stop the backup is to close the entrances at the bridge. This will not happen so the next best issue is to build a 2-lane local bridge, but how to pay for it? It would probably be in the $100 million range. Thus your solution is $200 million more only to be able to charge a toll.

Suggestion. Rehab the existing bridge and add a local bridge. Save $200,000,000 and get a special dispensation for this project for federal or state funding. After all, many if not most of the people causing the backup in the evening are state workers.

To: The Bridge Commission.
ScudderfallsbridgeEAcomments@hntb.com

From: D. N. Timbie,
22 Forrest Blend Dr.
Titusville NJ 08560

Feb. 3, 2010

Re: Comment on Scudders Falls Bridge Project

It appears that the decision has already been made, and the public is being asked for input because it is required.

The proposed plans for the renovation/re-do of the Scudders Falls Bridge is cost prohibitive. Today's financial environment should be a clue that it is on the wrong course.

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105

Kathleen Legere

From: David Moscatello [dkmoscatello@verizon.net]
Sent: Wednesday, February 03, 2010 3:24 PM
To: Scudder Falls Bridge
Subject: Scuder Falls Bridge Plan

Dear Mr. Skeels,

OK, yes, the bridge needs to be replaced, and it's not feasible to re-route the highway. But based on the available information, I cannot see a justification for NOT including a bike / pedestrian crossing when the Scudder Falls Bridge is replaced.

As I understand it, the bridge commission forecasts a 35% increase in motor vehicle traffic over the next 20 years. Even accounting for the "if you build it, they will come" phenomenon, it's hard to see how one can justify increasing the number of motor vehicle lanes (from 4 to 9, or 11 including the dedicated bus lanes) by 225% (275% if one includes the proposed bus lanes). That's just asking for sprawl, to the detriment of the citizens of both New Jersey and Pennsylvania. The proposal will still have just three lanes in each direction of I-95 on the Pennsylvania side, so if there's a traffic bottleneck, that will be it. There's no reason to have many more lanes on the bridge than on the road it serves, unless, like the Ben Franklin and other bridges into Philadelphia, you need that space to accomodate traffic backed up at toll booths and on city streets! And that situation does not pertain to the Scudder Falls area.

The size of this proposal, which replaces one small bridge with two large ones, is difficult to justify in environmental terms, and also doesn't take the various mass transit projects proposed or being considered that could effect future traffiic. Surely 9 total motor vehicle lanes will be more than adequate to accomodate the projected increase in traffic, and presto! there's money for a bike / pedestrian crossing. This is well justified by the popularity of the canal paths on both sides of the river.

Sincerely,

David K,. Moscatello
4523 Osage Avenue
Philadelphia, PA 19143

P149

106

Kathleen Legere

From: Jim Shomper [jes@cope-linder.com]
Sent: Wednesday, February 03, 2010 3:32 PM
To: Scudder Falls Bridge
Subject: Please add bike & pedestrian lanes to Scudder Falls Bridge!

Dear DRJTBC,

With the popular use of two hiking/biking trails on opposite sides of the Delaware passing below the Scudder Falls Bridge, it's madness to build a new river crossing without connecting to them. A simple 10' wide bike lane and access ramp along one side of the bridge as part of the overall project will have payback in attracting recreational use to the area from BOTH PA & NJ. Providing this type of access is a win for all, and would be yet another reason for people to live in the Philadelphia/Trenton area over New York or North Jersey. It's also an investment for smart growth. Persons using a bike lane for short commutes (5 miles or less) are less likely to drive, and can be more effective at reducing congestion than adding capacity to our roadways by providing a visible, viable alternative to using an automobile.

Please add bike & pedestrian lanes to Scudder Falls Bridge!

Respectfully,

James E. Shomper Jr.,
8111 Ardleigh Street
Philadelphia, PA 19118
215-242-0379

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P150

107

Kathleen Legere

From: Greg.Robinson@judiciary.state.nj.us
Sent: Wednesday, February 03, 2010 3:34 PM
To: Scudder Falls Bridge

You should consider extending the new lane beyond Bear Tavern road to Scotch Road because that is where a lot of traffic would exit for Merrill Lunch and the new hospital.

Greg Robinson

P151

108

Kathleen Legere

From: Tracy Cooper [wardellt@comcast.net]
Sent: Wednesday, February 03, 2010 3:35 PM
To: Scudder Falls Bridge
Subject: opinion regarding prospective toll

To the DRJTBC:

I am a regular commuter between NJ and PA. I have traveled on many different road systems and would strongly vote against instituting a toll. It will create a backup that makes the present situation look like a light traffic flow. I would much prefer to have a NJ-PA fuel tax to support funding for the unfortunately necessary improvement project. I would support a higher tax if necessary to have the project completed more quickly.

Respectfully, a concerned citizen.
Tracy Cooper

P152

109

Kathleen Legere

From: Brian Rehn [bkrehn@yahoo.com]
Sent: Wednesday, February 03, 2010 4:08 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge comments

I am writing to comment on the Scudder Falls Bridge EA. First, let me state that 9 traffic lanes, plus two bus lanes and wide shoulders is too much for the size of the I-95 feeders. To the south, 95 is only 4 lanes wide (2 each direction). No matter how you design the approaches, the main artery can't flow that much traffic. Are you pushing FHWA and PENNDOT to widen 95 at both ends of the project?

A The bridge should have separated bike/pedestrian lanes connected to the canal paths on both sides. If funding is a concern, I suggest you narrow the shoulders, eliminate a bus lane, or eliminate a traffic lane. Also, the bike/ped lane should be illuminated with shielded lighting. The main span should not be lighted, but I'm sure you do intend to do so.

B Regarding the toll plan, I think it is folly to toll the I-95 corridor, but I'm sure you can't resist the revenue stream. Why not request federal funds to update this interstate bridge, even if DRJBC "owns" it. Although EZPass will keep things flowing, I don't think you realize how much local traffic between Trenton, Princeton, and New Hope relies on this bridge - not just for commuting, but also for shopping, school, and personal use. Even a small toll of $.75 would impact local users who cross the bridge 4, 6, or 10 times a day or more. I'm sure you realize this will push additional traffic onto the Washington Crossing and Calhoun Street Bridges - both of which are currently overloaded and are not designed for high-speed, large, heavy, or wide traffic. I forsee an increase in scrape accidents on the Washington Bridge.

There has to be a more favorable design that wll no cost as much, will better serve the public, and will not increase traffic burdens and local traffic and neighboring bridge traffic.

I would like to see a slightly narrower span, one with bike/ped lanes, and one with no toll, or a nominal too of something like a quarter. Be reasonable. I'd suggest a toll discount for locals, but I doubt you would consider that.

Sincerely,
Brian Rehn
6 Spring Ct
Washington Crossing, PA

P153

110

Kathleen Legere

From: berrytraining@comcast.net
Sent: Wednesday, February 03, 2010 4:40 PM
To: Scudder Falls Bridge

It is incomprehensible that the multi-lane bridge expansion on the Scudders Falls Bridge will be done without the bike and pedestrian lanes built into the plan. It is equally ludicrous that the asserted costs for adding this extension would add 10% to the overall project. Given the limits to current safe crossing of the river and the potential benefits afforded by encouraging pedesrian and cycling traffic, it is imperative that this part of the project not be eliminated at the last moment.

Brian Berry
306 Hart Alley
Newtown, PA 18940

P154

111

Kathleen Legere

From: Steve Russell [steve@fickler-russell.com]
Sent: Wednesday, February 03, 2010 4:42 PM
To: Scudder Falls Bridge
Subject: Walkway - Bicycle Lane ....

Dear Sir / Madam:

In the times of energy use reduction, it would be a big mistake to undertake such a project without including a pedestrian walkway and bicycle path. In addition, it is no wonder that American's continue to get fatter and fatter. 300 million dollar bridge projects don't even consider that people might want to or need to walk or ride for pleasure and exercise. Whew!

Please count my vote as a no for this project if it can't be amended to include the necessary Walkway - Bicycle Lane.

Sincerely;

G. Steve Russell
1 Oakford Road
Wayne, PA 19087
E-mail: Steve@Fickler-Russell.Com
Voice: 215-432-6208
Fax: 206-888-2851

P155

112

Kathleen Legere

From: Ginni TORBERT [ginnifarm78@msn.com]
Sent: Wednesday, February 03, 2010 4:57 PM
To: Scudder Falls Bridge
Cc: Steve Santarsiero; suherman54; Greg Caiola
Subject: Comment on Scudder Falls Bridge Environmental Assessment
Attachments: DRJTBC Letter re Scudder Falls.doc

To: Kevin Skeels, Project Manager, DRJTBC

From: Virginia Torbert

Attached please see my written comments regarding the Scudder Falls Bridge Draft Environmental Assessment.

Please contact me at Ginnifarm78@msn.com if you have any questions.

Thank you for your consideration.

Virginia Cochrane Torbert
1700 Yardley-Newtown Road
Yardley, PA, 19067

Mr. Kevin M. Skeels, P.E.
Project Manager; DRJTBC
110 Wood and Grove Streets
Morrisville, PA 19067

Dear Mr. Skeels:

I am writing in regards to the ***Scudder Falls Bridge Improvement Project.*** *I live next to I-95 within the boundaries of the project. I am also Acting Chair of the Lower Makefield Citizens Traffic Commission. I mention this only to explain that I am perhaps more familiar than the average resident with traffic issues on the Pennsylvania side of the Project – the views expressed here are mine alone.*

P155A I am very concerned about the DRJTBC's recent announcement, after releasing the **Draft Environmental Assessment on the Scudder Falls Improvement Project**, that a decision has been made to **toll the bridge.** While I sympathize with the reasons given for tolling the bridge, I firmly believe that doing so will exacerbate some of the very local traffic problems the Project aims to correct.

As our State Representative Steve Santarsiero requested in his January 20, 2010 letter to DRJTBC Executive Director Frank McCartney, I urge you to reconsider the toll or at least study how any proposed tolling of the crossing will affect traffic patterns on the bridge and on I-95, as well as the extent to which traffic will be diverted to other Delaware River bridges. The Commission should also weigh the added burden to nearby local roads, particularly Taylorsville and River Road, which are already jammed at peak hours, as well as neighborhoods used as cut-throughs. Environmental impacts to nearby residential areas should also be evaluated, along with the economic impact on businesses on both sides of the river. Please do not gloss over these important issues: put them on your February 22, 2010 meeting agenda and devote adequate time for a full discussion of them.

P155B I would also request that you seriously consider Rep. Santarsiero's request for a plan to address the increased storm water produced by the additional 20 acres of new impervious surface from the roadway expansion at the February 22 meeting. This is a significant addition of impervious surface in an area plagued in recent years by many floods.

P155C Regarding the bike and pedestrian facility – I am puzzled as to why this is even still at issue. According to the **Smart Transportation Guidebook**, developed in March 2008 by both NJDOT and PENNDOT, the FHWA announced in **2000** that" bicycling and walking facilities will be incorporated into **all transportation projects** unless "exceptional circumstances" exist." I fail to see what "exceptional circumstances would justify not including a bicycle and pedestrian pathway on the Scudder Falls Bridge!

P155D Finally, I ask that you consider extending full sound barrier coverage along I-95 as recommended by Lower Makefield Township and Rep. Santarsiero. These areas are already burdened by excessive noise; the addition of two lanes will surely not diminish the sound.

Thank you for your consideration of these matters.

Sincerely,

Virginia Cochrane Torbert

P156

113

Kathleen Legere

From: paul@pscutt.org
Sent: Wednesday, February 03, 2010 4:59 PM
To: Scudder Falls Bridge
Subject: Pedestrian access essential

Dear Sir,

The arguments in favour of promoting reduced use of automobiles are many and varied, I am sure you are aware of them. As a user of the bike path on the Pennsylvania side canal bank, I would like to add my voice to the call to amend the Scudder Falls plans to make it both bicycle and pedestrian friendly.

Thank you,

Paul Scutt,

Yardley resident.

(please consider the environment before printing this e-mail)

P157

114

Kathleen Legere

From: Stephen Muth [smuth3@gmail.com]
Sent: Wednesday, February 03, 2010 5:37 PM
To: Scudder Falls Bridge
Subject: bike and pedestrian path

Mr. Skeels,

Please! Add the bike and pedestrian path to the bridge. Bike and pedestrian is only going to increase in the coming decades, and omitting the path would terribly short sighted. "If you build it, they will come."

Steve Muth
Oreland, PA

--
Steve Muth

P158

115

Kathleen Legere

From: Edwin Deegan [edeegan@pobox.upenn.edu]
Sent: Wednesday, February 03, 2010 5:52 PM
To: Scudder Falls Bridge
Subject: Comment re pedestrian/bicycle access to proposed new bridge

Hello,

I'm sending this to add my name to those who strongly favor adding a pedestrian walkway/bicycle lane to the design of the proposed new Scudders Falls Bridge. I also want to applaud the design's inclusion of a dedicated busway in each direction.

I walk and cycle along both sides of the Delaware several times each year.
Though I have nothing new to add to the comments which were reported in the Philadelphia Inquirer article of Feb. 3, 2010, it does seem to me that failure to provide such an amenity on a bridge which is designed to be used for 50 to 100 years would show an astounding lack of foresight.
I also have to question the statistic projecting auto and truck use of the bridge in 2030. Is that simply based on an assumption of "more of the same"? At present, "more of the same" looks very questionable.
As an example of trends which such a projection most likely overlooks, I direct your attention to the newspaper article "An Electric Boost for Cyclists", by J. David Goodman, published in the New York Times of Jan. 31, 2010, which discusses increasing use of electric bicycles and scooters for utilitarian trips of a few miles.
This is the kind of thing which may begin to have an impact on commuter use of the bridge. The busways may contribute to a reduction of other traffic, too--especially if the price of fuel and the cost of financing vehicle purchase increases in ways which currently are anticipated.

I strongly, strongly, strongly urge including accomodation for pedestrians and light, slower-moving vehicles (such as bicycles) on the new bridge. If money is tight, perhaps the lavish accomodation for high-speed and heavy traffic could be squeezed a bit. There also could be a toll for light/slow traffic; as the bridge is the only one for several miles in either direction, I expect that most walkers and bikers would be more than willing to pay the proposed $0.75 toll to cross.

Ed Deegan
Philadelphia, PA
edeegan@pobox.upenn.edu

P159

116

Kathleen Legere

From: Paul Harris [paulharris70@comcast.net]
Sent: Wednesday, February 03, 2010 6:02 PM
To: Scudder Falls Bridge
Subject: Pedestrian & Bicycle Crossing at Scudder Fall Bridge

It is truly unbelievable that in this time of rising energy costs, global warming, and a declining health in the general population, that this bridge commission would yet again ignore almost all aspects of green transportation in favor of the mighty car & truck. As numerous studies have repeatedly shown, a bike and a pedestrian connection is much more that just a travel path, but an experience in itself which provide a positive social and economic impact to surrounding communities, as well as to our nation in general. It is deplorable that for an estimated 6% of total project costs, this is deemed to be too expensive. The commission should be ashamed.

Paul Harris

P160

117

Kathleen Legere

From: John Kawczynski [jek@fwklaw.com]
Sent: Wednesday, February 03, 2010 6:05 PM
To: Scudder Falls Bridge
Subject: Walkway on new bridge

I would like to add my voice to those who are calling for a walkway to be included on the new Scudder Falls Bridge. As a society we need to be making investments in improving access for pedestrians and bicyclists as an alternative to motorized vehicles for both recreational and transportation purposes. In this particular case, improving the recreational opportunities offered by the new bridge will in part help mitigate the environmental impact of the new bridge.

This new bridge will last several generations. There is a need now for this walkway and the need and well as this bridge will last well beyond our natural lives. We owe it to future generations to do it right.

Thank you.

John Kawczynski
301 E. Summit Avenue
Haddonfield, NJ 08033

P161

118

Kathleen Legere

From: Goldsboroughs [tedsusan@verizon.net]
Sent: Wednesday, February 03, 2010 6:10 PM
To: Scudder Falls Bridge
Subject: Public Comment on Scudder Falls Bridge

Thank you for providing this medium to make comments.

I am in favor of adding a bike/pedestrian lane/path when the bridge is widened.

Over and over through the years millions are spent for vehicles, of which, of course, there are many more than cyclists, but even though it would cost more millions to add a bike/pedestrian path, there are a limited number of bridges on the Delaware River for cyclists to cross safely.

Governments should encourage means of transportation which don't pollute, which are quiet, which provide exercise, which are available to almost all people because they cost so little to buy and operate - to bicyclists.

If you don't provide access, it will be perhaps 25-50 years before another opportunity arises to rehab this bridge. What you don't do today will decrease the quality of life for potentially thousands of cyclist over that span.

Therefore, please consider adding a bike/pedestrian path on the proposed Scudder Falls Bridge.

Edmund L. Goldsborough
who has a daughter living in Pennington, NJ.

P162

119

Kathleen Legere

From: J. Jonik [j_jonik@yahoo.com]
Sent: Wednesday, February 03, 2010 6:21 PM
To: Scudder Falls Bridge
Subject: Public Comment re/ Scudder's Falls Bridge project

Scudder's Falls Bridge Comments:

This is to comment on, and to raise questions about the proposed new Scudder's Falls Bridge. I base the comments and questions on news reports and other descriptions of the project.

Pollution: Environmental points are best left to those who have studied the details, but there is one environmental problem that is apparent to a lay person.

That is, it is likely that increased air pollution, increased traffic on side roads, and other negative consequences will result as numbers of drivers take longer alternative routes to avoid the toll and some of the problems with cameras, the mail, and some other things noted below.

With only E Z Pass, and the camera-mail technologies, there will be no way to use the bridge and avoid problems with mail.

Cost of Postage: If the bill is sent to the license plate registration address, for one thing...unless there is a postage-paid return envelope, that adds 44 cents to the toll...more than 50 percent if the tolls will be 75 cents. If a dollar...that's 44 percent more.

Credit Cards and Identity Theft: If the toll can be paid by credit card on computer, that may be acceptable for some, but many are very reluctant to send credit card numbers by email or via other web routes. All the security measures taken elsewhere to protect such information so far have proved vulnerable to failure.

Out-of-State Out-of-Country Cars: Canadian tourists may be unpleasantly surprised to find that their cars are to be photographed and that they will receive a bill in the mail. Does this bridge authority, or the toll-collection contractor, have reciprocal agreements with all the Canadian Provinces to enforce payment, and to reveal the car owners' information? For that matter, do all state motor vehicle departments have a deal to reveal driver's registration information to this toll collection agency? One can understand investigating that information for police matters, but this intrusion is only about a 75 cent toll payment.

Public, or Private, Collection Agents? Is the toll collection agency a Private Contractor? Or, does the State, with public oversight, do this job? If it is to be a private contractor, this increases concerns about security of one's Identity and security of credit-card and banking information. Celebrities or other prominent people may be actually endangered if their personal information (home address, especially) somehow is insufficiently protected by the toll collection contractor.

No One at Vehicle Registrant's Address to Receive the Bill: Many "snowbirds", I believe they are called, from Maine and elsewhere in New England go South for the winter. Some stay in the Delaware Valley area instead of going all the way to Florida. Many pass through this area on the way South in any case.

They'd be away from their home mail-box for many months and not be able to get the mail before any deadline for payment. What are Due-By details? Lateness penalties? Will information about Due-Dates and Late-Penalties be posted on a sign so that people can, if possible, somehow make arrangements to have someone at their home address pick up their mail and forward it, or pay the bill themselves? That is an unacceptable burden to put on anyone, especially for a 75 cent (or one dollar?) toll.

One can have the Post Office forward mail...but, I understand there is a one year limit on that. What to do

after forwarding expires?

Alternate Route Signage: To assist drivers who do not wish to, or cannot, deal with the mailing and billing and other situations, will there be proper signage advising of an alternative route? Will there be signage, before the Last Exit Before Toll, advising that there are no toll-collectors on the bridge, and that one must have E Z Pass, or submit to the cameras and mailed billing problems?

Testing Public Acceptance: Have there been any tests on bridges or highways where drivers were given the options of **a)** E Z Pass, **b)** cameras used to send bill to address of vehicle owner, and **c)** pay with cash? Such a test is necessary to calculate how many drivers over Scudder's Falls would opt to take alternate routes. Residents, and even highway officials, along those alternate routes have compelling interests in knowing this.

Driving Another's Vehicle: If one is driving their friend's car, or a family member's car, the responsibility of the car owner would be to either pay the toll or somehow forward the bill to the one who drove the car. This is an unprecedented and unnecessarily complex nuisance, and is unfair to the car owner and to the driver.

Rental Cars: The toll payment would have to take multiple steps...having it sent to the rental agency...having them forward the bill to their customer, or adding it to one's credit card charges...then the driver having to pay the credit card business. All this for a 75 cent toll? Costs of such extra tasks by the rental agency will, of course, be added to the cost of a rental. This, effectively, hikes the tolls for those in rental vehicles.

Exact Change: To avoid the mail and billing problems, could there be an Exact Change lane with a standard coin-drop basket? ...or even one that gives change for paper money? ...or that takes paper money if the toll goes to a dollar? Was this idea considered?

Postage-Paid Envelopes: Again, to eliminate the mailing and billing problems, could postage-paid envelopes be provided at the toll area so one could just mail in the payment later?

Lost Jobs: In this time of low-employment, and considering many political actions to create jobs, it smacks of an insult to workers to cut jobs at bridge or highway toll booths.

Benefits of Toll Booth Staff: Toll booth staff is Very Often helpful with directions. Who now would advise about upcoming exits, etc?

Monitoring of Individual's Travel: Many people simply Do Not like the idea that their travels are being photographed and recorded...with no absolute assurance that the information will not be misused or used for other purposes besides toll payment. It is one thing (also unacceptable) to be constantly monitored on city streets...but this form of monitoring includes taking one's identity and personal information.

Thank you for any consideration you may give to these comments.

John Jonik
2049 E. Dauphin St.
Philadelphia PA 19125

P 163

120

Kathleen Legere

From: Deborah F. Faulkner [footefaulk@comcast.net]
Sent: Wednesday, February 03, 2010 8:05 PM
To: Scudder Falls Bridge
Subject: Provide a bike/pedestrian path on the bridge

Bicyclists and pedestrians are citizens too and their needs should be accommodated in the Scudder Falls Bridge. Imagine also the economic boon that a bike & pedestrian path will bring for municipalities on both sides of the river.

Do the right thing, and include such a path.

Sincerely,

Deborah F. Faulkner
711 W. Mt. Vernon St.
Lansdale, PA. 19446

215-855-8515

P164

121

Kathleen Legere

From: mjones1@swarthmore.edu
Sent: Wednesday, February 03, 2010 8:42 PM
To: Scudder Falls Bridge
Subject: Fwd: Scudder Falls Bridge

To whom it may concern:

Just read the lengthy article in the Inquirer about plans for the Scudder Falls Bridge with a fair amount of disbelief. I travel the bridge reasonably regularly. This bridge could
A certainly use an upgrade and the on and off ramps from the bridge to the roads on either side of the Delaware are nothing short of dangerous. Have never encountered a traffic jam on the bridge however and can't imagine the need for this to become a 9 lane bridge when the capacity of the bridge would seriously outstrip the capacity of the stretches of 95 which
B connect to it. It also seems inconceivable that such a bridge would not include the capacity for bikes and pedestrians to cross safely.

Yours,

Michael Jones

311 N. 34th Street,
Philadelphia PA 19104

P165

122

Kathleen Legere

From: Marilyn Bess [marilyn.bess@gmail.com]
Sent: Wednesday, February 03, 2010 9:08 PM
To: Scudder Falls Bridge
Subject: No Bike and Pedestrian Lanes = Wrong Decison

Failing to provide bike and pedestrian lanes at Scudder Falls Bridge is more than an oversight. It's a gross negligence of planning and a failure to meet current expectations and future reality. Adding or substituting these lanes can't be too expensive when you're already spending $300 million dollars.

--
Read my blog: www.msphillyorganic.com

"Sometimes it comes off, most of the time it doesn't; it's as simple as that." Andrew Wyeth

P166

123

Kathleen Legere

From: Kenneth Reynolds [kwr39@verizon.net]
Sent: Wednesday, February 03, 2010 9:30 PM
To: Scudder Falls Bridge
Subject: I-95 / Scudder Falls Bridge Improvement Project: Public Comment

January 30, 2010

Delaware River Joint Toll Bridge Commission
c/o Kevin M. Skeels, P.E., Project Manager
110 Wood & Grove Streets
Morrisville, PA 19067

Dear Kevin,

I have concerns about the proposed tolling of the Scudder Falls Bridge (Interstate 95). There are many people with families both in the Trenton and Philadelphia suburbs that use the bridge daily or more often. The added expense of having to pay a toll to cross a bridge that historically has not been a toll bridge, will place an excessive financial burden on families in the area. Many are struggling just to maintain their households in the region.

If a toll is to be constructed, would it be possible to exempt passenger vehicles and only apply the toll to trucks and other multi-axled vehicles? It is the trucks and other multi-axled vehicles that cause most of the roadway damage. Thank you,

Sincerely,

Kenneth W. Reynolds
Northampton, Township, Bucks County, PA

P167

124

Kathleen Legere

From: drexelpats@aol.com
Sent: Wednesday, February 03, 2010 9:34 PM
To: Scudder Falls Bridge
Subject: pedestrian & bicycle access to proposed new bridge

The recent report (Philadelphia Inquirer 2/3/2010) on the proposed Scudder Falls/I95 bridge replacement caught my eye - but I couldn't believe it at first. You can't seriously be considering spending ~$300 million to replace/improve this bridge and NOT include pedestrian & bicycle access. What are you thinking?

Cost can't be the objection. As noted, the bridge will cost ~$300 M+. For 9 vehicle lanes, that's $30 M+ per vehicle lane. The pedestrian/bike access lane is quoted as 'possibly' costing ~$17 M. That's 50% of a vehicle lane, & only ~5% of the total; surely an affordable enhancement to the overall project.

But, let's put costs aside for the moment. This bridge will sit astride two (the PA side & NJ side) of the most heavily used walking, jogging & biking paths in the area, as well as paths providing Delaware river access for boating, canoeing & fishing. To spend these kinds of $'s and NOT harmonize the resulting bridge with it's surrounding areas, & with the uses it's adjoining populations support; would seem the height of bureaucratic indifference & cluelessness.

Lastly, overarching national trends (& realizations) in transportation systems & designs increasingly point the way 'back to the future'! I happen to reside now just outside of metro Philadelphia. (I used to work in Trenton & commuted over the Scudder Falls bridge daily for a number of years.) I am also an avid recreational bicyclist. (I would be a bicycle commuter too - if there were more bicycle friendly road & bridge options available.) In Philadelphia I have the opportunity to see the past/future of progressive bridge access (The Benjamin Franklin Bridge built ~1925 contains elevated pedestrian & bicycle walkways in each direction); as well as the small-minded 'vision' represented by your current bridge proposal (The Walt Whitman Bridge built ~1955 which has no pedestrian access whatsoever.) The BF bridge still provides the real (& potential) ability to 'connect' diverse communities across the river on a human scale, without compromising it's principle mission as a vehicular thruway. The WW bridge does not & cannot serve that human-scale 'connective' function - no matter how much changing demographics & circumstances might desire it.

Pat Sweeney
921 Alexander Ave
Drexel Hill PA 19026
610-853-2096
Drexelpats@aol.com

P168

125

Kathleen Legere

From: Robert Gallagher [gallagher.robert1@gmail.com]
Sent: Wednesday, February 03, 2010 9:43 PM
To: Scudder Falls Bridge
Subject: Pedestrian and Bicycle Crossing Needed for New Scudder Falls Bridge

ScudderfallsbridgeEAcomments@hntb.com

Please ensure the new Scudder Falls Bridge includes a pedestrian & bicycle pathway linking the canal tow paths and linking to local roadways on either side of the river. This link is needed to improve the capability for people to commute by bicycle. It will also significantly improve the opportunity for recreational use of the canal paths for running, jogging, walking and bicycling. The distance between the next nearest bridges with crossings for people on foot or on bicycles (Washington Crossing and Morrisville) makes for too long a loop for many folks. A walking / bicycling lane on the new Scudder Falls bridge will create opportunities for low and moderate mileage loops for the recreational users. Do not miss this opportunity to create a long term improvement for alternative transportation commuting and enhanced recreational opportunities.
Thank you.

Regards,
Robert Gallagher
213 Sequoia Drive
Newtown PA 18940

P169

126

Kathleen Legere

From: Scott Wilkinson [phillyman@gmail.com]
Sent: Wednesday, February 03, 2010 10:16 PM
To: Scudder Falls Bridge
Subject: Bike/Pedestrian Path on Scudders Falls Bridge

I cross the Scudders Falls Bridge twice a day and have been doing so for the last 13 years. Each time, I try to get at least one glance both north and south of the beautiful river. While I am greatly looking forward to the improved river crossing for my car commute, I would hate to see the opportunity lost to also provide a pedestrian walkway across the bridge. I'm aware of the alternative crossing at the Washington's Crossing Bridge but providing an additional connection point across the river and connecting the canal paths is a great opportunity that shouldn't be missed.

I sincerely hope you consider adding the walkway and I greatly look forward to the other bridge improvements.

Thanks,

Scott Wilkinson
Bensalem, PA

P170

127

Kathleen Legere

From: KEFOXY1@aol.com
Sent: Wednesday, February 03, 2010 10:36 PM
To: Scudder Falls Bridge
Subject: (no subject)

Dear Sirs,

As a homeowner directly affected by the renovation of the Scudder Falls Bridge, I wish to voice my opinion in favor of extending the sound barriers for the project. The small financial imposition is a mere fraction of the cost of the project and would help to maintain the quality of life we now currently experience on Brentwood Road. The noise the project will create without including sound barriers will greatly reduce the solitude I expected when purchasing this property which backs up to farmland. I am hoping you will take the right stand on this issue and support the extension of the sound barriers for the length of the project, especially that affecting the Quarry Road/Makefield Brook area.

Thank you for your consideration.

Karen Fox, DO
1371 Brentwood Road
Yardley, Pa.
19067
kefoxy1@aol.com

P171

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Kathleen Legere

From: Clyde L.Zarkos [clydelz@comcast.net]
Sent: Thursday, February 04, 2010 12:21 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge- I-95

Dear Sir or Madam:

A I am writing you regarding my dismay and concern about your $300 million bridge which does not include provisions for a pedestrian and bicycle walkway over the Delaware River at I-95. The article in the Philadelphia Inquirer gives a belated advisory on this project which was completely unknown to myself and other outdoor enthusiasts, hikers and bikers in the area. This may be a long ongoing project but it has been a secret to most ordinary citizens. The DRJTBC appears to be another quasi-government organization that feels it knows best without getting input from those who will be using it.

B Making it a toll bridge is just another means of making money and dividing the sides of the Delaware Valley from one another. Tolls in perpetuity will only fill the pockets of the politicians who control it. History has proven that bridge tolls end up being used for everything except bridge maintenance and improvements. Just look at the DRPA.

I have hiked all of the beautiful Delaware River on both sides and am amazed in this time of enlightenment about making our natural resources available for all to enjoy that you have decided to take a step backward in this regard.

I sincerely hope that the bridge plan will be altered to include a reasonable access to walkers and bicyclists who add nothing to the bridge load weight capacity.

Clyde L. Zarkos
44 Country Club Road
Willingboro, NJ 08046-3504

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Kathleen Legere

From: Glenn Greene [gjgreene@comcast.net]
Sent: Thursday, February 04, 2010 1:20 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge comments

A Your outreach has been, in word, terrible. I live less than two miles from the bridge and use it almost daily, yet the first I heard of the scope, schedule, and status of this project was the article in the Ewing Observer that I received today, the day before the deadline for public comment. I do recall a sign along shoulder of 95 with lettering that was essentially unreadable, and I recall some weeks ago seeing an electronic sign flashing a phone number to call...without any context. That is your idea of public outreach? You should have sent out a mass mailing; you snould have put up a readable billboard; etc. But, then again, perhaps the objective was to minimize public comment and reaction.

B Having now read the material on your website, I can formally oppose and object to the 'preferred plan'.

C Furthermore, making the bridge a toll bridge is a remarkably poor idea. Rather, you snould have pursued stimulus funding for a construction project of this magnitude. The fanciful and unproven 'high speed photography/mailing bills' system will no doubt fail and be replaced by toll booths, resulting in a traffic nightmare.

P173

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Kathleen Legere

From: William D. Schroeder, Jr. [schroeder@jrlaw.org]
Sent: Thursday, February 04, 2010 6:22 AM
To: Scudder Falls Bridge
Subject: Bike path

My family of 5 wants a bike path walkway designed into the bridge. Greenways Maine to Florida and big recreation here in PA-NJ makes this an excellent decision. In over ten years, the Schyukill River trail is as crowded as the Expressway! If you build it we/they will come. It will be an unqualified success.

-- Sent from my Palm Pre

JR Schroeder
8 Sarah Court
Dresher PA

P174

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Kathleen Legere

From: Nora & Randy Schenk [norandyschenk@gmail.com]
Sent: Thursday, February 04, 2010 6:57 AM
To: Scudder Falls Bridge
Subject: Pedestrian/Bike walk way on Scudder's Fall Bridge

Hi,

Let's add to the beauty of our area by taking this opportunity to make it greener. Let people take the time to enjoy the river and our beautiful area. Life is better when you aren't in a car.

We need a walkway on the new bridge.

Sincerely,
Nora & Randy Schenk
120 Stoopville Road
Newtown, PA 18940

P175

132

Kathleen Legere

From: Houchins [houchins2@verizon.net]
Sent: Thursday, February 04, 2010 6:57 AM
To: Scudder Falls Bridge
Subject: new bridge

It is extremely short-sighted and a real waste of dollars to not include space for bikes and pedestrians. Do not make it impossible for those wanting an alternative to clogging traffic and using gasoline to cross the Delaware.

INCLUDE BICYCLE AND WALK WAYS.

Connie Houchins
Holland, Bucks County

P176

133

Kathleen Legere

From: Neil Peritz [nperitz@gmail.com]
Sent: Thursday, February 04, 2010 7:35 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge Project

Please include the lanes for biking and walkers on the new Scudder Falls bridge. The benefits far outweigh the initial costs.

Neil Peritz

P177

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Kathleen Legere

From: JOHN BRODSKY [johnbrodsky7@verizon.net]
Sent: Thursday, February 04, 2010 7:50 AM
To: Scudder Falls Bridge
Cc: inquirer.letters@phillynews.com
Subject: common sense

Read today's Inquirer ediitorial, Bridge Commission!
In 1962 I bicycled from The Bronx to Wilmington on an old three speed Raleigh. The only time my life was at risk was when I was near Trenton and had to ride about one mile on a restricted highway. I don't recall how I crossed the river but I do recall it was near that hair-raising stretch. Back in New York, the Staten Island Ferry and Outerbridge Crossing into Perth Amboy were quite simpatico.

John Brodsky MD
123 South Princeton Ave.
Swathmore, Pa 19081
(610) 543 4357

P178

135

Kathleen Legere

From: jerry.sandy@verizon.net
Sent: Thursday, February 04, 2010 7:58 AM
To: Scudder Falls Bridge
Subject: A new bridge across the Delaware with NO bike or walking lane?

Hello,

We strongly and firmly INSIST THAT the proposed Scudder Falls Bridge be equipped with walking and bike lanes.

It is simply short sighted, humanely wasteful and false economy to build without them.

Thank you for hearing us.

Gerald Gabel and Sandy Dewees

West Chester, PA 19380

P179

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Kathleen Legere

From: John Funk [johnfunk@verizon.net]
Sent: Thursday, February 04, 2010 8:07 AM
To: Scudder Falls Bridge
Subject: new bridge

I want the new bridge to be pedestrian and bicycle accessible.

Thank you

John Funk
4666 Penn St.
Philadelphia, PA 19124

P180

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Kathleen Legere

From: jimblack7@comcast.net
Sent: Thursday, February 04, 2010 8:16 AM
To: Scudder Falls Bridge
Subject: Need walkway on bridge

Please be sure to include a walkway on the new bridge. This is a great opportunity to support pedestrians and cyclists.

Jim Black
Philadelphia, PA

P181

138

Kathleen Legere

From: joecooke2@comcast.net
Sent: Thursday, February 04, 2010 8:19 AM
To: Scudder Falls Bridge
Subject: Please think with honesty.

Dear Sir/Madam:

Howard Needles did not set the criteria. They are probably not to blame BUT.

1. Other government agencies spend a fair amount of money on towpaths and recreational amenities along the river. People do like to bike or walk across.

2. The figures quoted in a the media for a bike lane appear to be incorrect....false....not malicious...but they appear to be a square foot add-on that distributes the cost of the foundations and general upgrading of the roadway uniformly. If the bike lane is truly as expensive as noted, this former PennDOT engineer and forty five year structural engineering firm principal would be glad to assist in a redesign that minimizes the financial impact. (no charge).

3. All in the industry know that the percentage of cost of renovating a road, bridge or even an area while the existing traffic flows only slightly impeded, can be costly. Sometime as much as fifteen or greater percent. The percentage here is probably smaller than that but, what ever it is, there should be no impact on that cost by the bike/foot provision and that cost should not be distributed uniformly when studying the alternative.

4. Since there are approach lane sand six through traffic lanes, are additional twelve foot shoulders really a necessity? Then again to use my argument above, does two or three more feet on each side really make that much of a difference.

I'll accept the twelve foot shoulders, but you have to find a way to accommodate foot/bike usage. You can do it. If not I'll bring my pencil and slide rule.

Thanks for reading.....do it

Joseph W. Cooke, P.E.
5151 Lower Mountain Road
New Hope, PA

P182

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Kathleen Legere

From: narberth@aol.com
Sent: Thursday, February 04, 2010 8:22 AM
To: Scudder Falls Bridge
Subject: Re. new Scudder Falls Bridge design

Dear Sir or Madam,

I don't live anywhere near the Scudder Falls Bridge and I'm not a bicyclist. However, I am writing in strong support for adding a safe, shielded-from-traffic lane for pedestrians and cyclists. My position rests on the following points:

1) My understanding is that this bridge is the only crossing of the Delaware River for many miles. Thus, a pedestrian/cyclist living on either side of the bridge would significantly benefit from a crossing in this location.

2) The bridge is already so expensive, the additional cost of a pedestrian/cycling lane would not add much, proportionately, to the cost.

3) In light of the above points, it seems to me that the cost/benefit of such an addition would be very favorable.

4) Pedestrians and cyclists pay taxes, just like the motorists using the bridge. In that light, it is only fair that the plans for bridge expansion meet their needs, too.

I'd appreciate your thoughts and updates on the bridge design, in light of my comments and similar comments from others.

Thank you. Sincerely,

Bill Dingfelder
narberth@aol.com
(610) 667-5071

P183

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Kathleen Legere

From: joecooke2@comcast.net
Sent: Thursday, February 04, 2010 8:24 AM
To: Scudder Falls Bridge
Subject: Please think with honesty. II

Dear Sir/Madam:

From the auto reply to my note of a few minutes ago I see that the public meeting will be held in a structure that I designed. As I did the nearby office building and parking structure.

Not necessisarily proud of that low budget design, or the architecture but

Yes, my note was legitimate.

Joseph W. Cooke, P.E.
5151 Lower Mountain Road
New Hope, PA

P184

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Kathleen Legere

From: Thomas Benson [tbenson@fortnassaugraphics.com]
Sent: Thursday, February 04, 2010 8:24 AM
To: Scudder Falls Bridge
Subject: New Bridge Plan

Mr. Skeels and fellow Commisioners,

The DRJTB Commission has said that including a pedestrian/bicycling walkway might be prohibitively expensive on this $290 million dollar bridge with 9 traffic lanes (plus 2 bus lanes). This is beyond absurd. The project is already bloated with too many lanes for private motorized vehicles. The solution is easy: cut out 2 or 3 lanes devoted to cars and trucks. Why do we need to have a nine lane bridge replace a four lane bridge? Have you people not been paying attention to the news in the last 36 years? We have a limited and dwindling amount of oil reserves left on the planet, and a large part of it is controlled by people that do not have our best interests in mind. We need to stop investing solely in infrastructure for single occupant automobiles and provide some alternatives. You guys are building a bridge to nowhere. For the sake of your children and grandchildren add a walkway. You already have enough money to do this.

Thomas Benson
Philadelphia, Pennsylvania

P185

142

Kathleen Legere

From: Dave Kuczborski [dkuczborski@yahoo.com]
Sent: Thursday, February 04, 2010 8:36 AM
To: Scudder Falls Bridge
Subject: walking/bike lanes...

Hello,

We strongly and firmly INSIST THAT the proposed Scudder Falls Bridge be equipped with walking and bike lanes.

It is simply short sighted, humanely wasteful and false economy to build without them.

Thank you for hearing us.

Dave

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Kathleen Legere

From: Gary R. Klocek [gklocek@Comcast.net]
Sent: Thursday, February 04, 2010 8:37 AM
To: Scudder Falls Bridge
Subject: Comments regard the proposed Scudders Falls Bridge Expansion project

Good morning,
I have read several articles regarding the proposed collection of tolls incorporated into the new expansion project. Although not adverse to a toll, I can't understand how the Commission intends to administer the "mailing out of tolls by taking pictures of vehicles license plates for those travelers that do not use EZ-Pass". Articles mention the decision to charge a toll "did not come lightly". However, regardless of what the toll ends up, the envisioned administrative effort necessitated to collect and enforce non-payments is at best naïve. Just assume that only 10% of travelers do not use EZ-Pass (I do understand that tolls would only be collected one way). There could easily/eventually be 25,000+ "mailings" in a week. Does the Commission honestly think this plan or any plan outside of "collection at site" is a feasible solution? And this is only assuming 10% of travelers not using EZ-Pass....Also, what does the Commission think its changes of collecting a toll from out of state travelers are going to be? Is the Commission going to accept credit cards....checks.....self-addressed envelopes? This concept just does not appear to workable.
I also assume the cost of this project does not include toll lanes, etc. because of this "concept". Once the Commission realizes this fact, will a cost overrun be necessary since the project is already "under construction"?

Any feedback as to the rationale/justification of this concept would be appreciate. Thank you for your time.

Sincerely,
Gary R. Klocek

502 Waterview Place
New Hope, Pa. 18938

Home: 215-862-6359
Cell: 215-796-1420
Email: GKlocek@Comcast.net

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Kathleen Legere

From: John Fuchs [jfuchs88@gmail.com]
Sent: Thursday, February 04, 2010 8:54 AM
To: Scudder Falls Bridge
Subject: support for pedestrians and bicycles on new bridge

I want to voice my support for pedestrian and bicycle access to the Scutter Falls Bridge that you plan to build. I think bridges should AT LEAST move people and bikes. Also, I think it is important to encourage non-motorized transportation such as walking and biking.. Lastly, it is a service to the public to make room for walkers and bicyclers. The fact that there are existing trails along the river that your bridge would span makes the provision for pedestrians and bikers seem obvious to me. The relative cost increase seems small compared to the benefit. I hope you will reconsider. Thank you. John Fuchs

P188

145

Kathleen Legere

From: Joe Ponessa [jponessa@comcast.net]
Sent: Thursday, February 04, 2010 8:56 AM
To: Scudder Falls Bridge
Subject: Bike lanes are "green"

This is the 21st century, Bike lanes and walkways are key. Bus lanes are also important.

Joseph Ponessa, Ph.D.
Professor Emeritus
Housing, Indoor Environment and Health
Rutgers University
Consultant, Building Science

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Kathleen Legere

From: Herb Elias [drherb8@hotmail.com]
Sent: Thursday, February 04, 2010 8:57 AM
To: Scudder Falls Bridge
Subject: Bicycle and Pedestrian traffic

We should all be doing whatever possible to become more energy independent and reduce noxious emissions. This means encouraging pedestrian and non-motorized transportation. The Scudder Falls Bridge improvement project is critical to achieve this goal. I strongly hope that the project that is approved will be modified to include the ability to handle both pedestrian and bicycle traffic.

Dr. Herbert Elias

Hotmail: Free, trusted and rich email service. Get it now.

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Kathleen Legere

From: THOMAS DELGIORNO JR. [drdelgiornojr@verizon.net]
Sent: Thursday, February 04, 2010 8:57 AM
To: Scudder Falls Bridge
Subject: oh please, oh please a bike/walk lane

Hello Folks—Please reconsider your design to include a lane or 2 for walking and riding a bike. For some folks it's exercise and/or transportation and a good stress reliever, plus it's less crazies behind the wheel. PIlease, think it over. Tom Del Giorno M.D.

P191

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Kathleen Legere

From: Jeffrey Solomon [jsolomon@dionsolomon.com]
Sent: Thursday, February 04, 2010 9:05 AM
To: Scudder Falls Bridge

Outrageous is the only word that can describe the lack of forward thinking by this board in planning a project such as this and not putting in a pedestrian walkway and bike path connecting both sides of the river. How narrow minded can the members of this commission be in not providing a means for pedestrians and bikers to cross the river and take advantage of a beautiful and historic pathway which provides recreation and a "green" use of this area. You owe an obligation to the citizens of pa and nj to provide a proper use of public funds in providing all citizens access to this area. I strongly object to funding for this project without providing a proper use of the funds to address the absolute need for pedestrian and biking access to the roadway. If you fail to address this issue years from now we will look back on this project and pay double the cost to address your proposed plan and wonder why this group was so foolish and shortsighted in not addressing the needs of all the people of Pennsylvania and New Jersey.

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Kathleen Legere

From: Adam Feldman [adamleofeldman@gmail.com]
Sent: Thursday, February 04, 2010 9:04 AM
To: Scudder Falls Bridge
Subject: Bicycle Pedestrian guideway

Dear Mr. Skeels,

I'd very much like to encourage the Delaware River Joint Toll Bridge Commission to plan for and request funding for a path for bicycles and pedestrians to use to cross the Delaware River on the new Scudder Falls Bridge. I am a Philadelphia resident. I make frequent trips to the area of this bridge to hike and bicycle along the canal toe paths.
A non motorized crossing would be enormously positive.

Thank you for your consideration,
Adam Feldman

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Kathleen Legere

From: DA [dalto88@verizon.net]
Sent: Thursday, February 04, 2010 9:04 AM
To: Scudder Falls Bridge
Subject: Provide for bicycles and pedestrians

Hello,

We are suppose to think and plan on how to use less fossil fuels, etc and you are going to eliminate access for bicycles and pedestrians? Shame on you! Even the Ben Franklin has a walkway!!

Sincerely,
Denise Altomare

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Kathleen Legere

From: George Gorman [gf.gorman@verizon.net]
Sent: Thursday, February 04, 2010 9:06 AM
To: Scudder Falls Bridge
Subject: Bike & Walking Path on New Bridge

To Whom It May Concern:

I was astounded to read in yesterday's Inquirer that the proposed new bridge for I-95 to cross the Delaware River will not provide a safe path for bicyclists and walkers. I believe that it is essential for all new transportation projects such as this one to provide for those of us who ride or walk for recreation, fitness and commuting.

I hike and bike along the Delaware in Bucks County and NJ. There is a need for a crossing point in the Scudder Falls area and this is an opportunity to provide one for the ever growing number of people who consider safe biking and hiking routes an essential part of our future transportation infrastructure.

Sincerely,

George F. Gorman
300 Brock Road
Springfield, PA 19064

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Kathleen Legere

From: Scott Gordon [nodrog41@verizon.net]
Sent: Thursday, February 04, 2010 9:16 AM
To: Scudder Falls Bridge
Subject: scudderfalls bridge proposal.

I read with interest and with displeasure that DRJTBC is not planning for pedestrian access to this bridge.
I live within two miles of the existing bridge, I am retired and have occasion to use this bridge just about every
A day. I bike and I hike and find that not providing pedestrian access is just plain **Wrong** as the Philadelphia editorial so clearly stated there is so much to gain from having pedestrian access.
Furthermore, your plans to make this a toll road will force many like my self who are on fixed income to waste
B time and gas and travel to either Washington's crossing (you remember that **temporary** bridge right!) or Calhoun st. bridge to access NJ. you will see sever backups at these bridges much more so then your see now as many will try to save a few bucks in this new economy. Do you plan to give locals a free pass? I did not think so.So who does this benifit?
Finally I am do not understand how this bridge expansion will be of any real benefit to the commuter, or local
C community since the additional lanes will merge back to the existing I 95 lanes a mile or two up the road from the bridge.
This project is a waste of money so thank you for f**king up our quality of life a bit more in beautiful bucks county.
may a bridge be built in your back yard
Scott Gordon

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Kathleen Legere

From: Peter Goldring [PGoldring@CampbellThomas.com]
Sent: Thursday, February 04, 2010 9:26 AM
To: Scudder Falls Bridge
Subject: Please dont leave out lanes for pedestrians and bikes. Cars may not be forever. (Trains werent)

Thanks

Peter Goldring

Peter Goldring, RA
Campbell Thomas & Co.

Architecture v Preservation v Community & Transportation Planning
1504 South Street / Philadelphia, PA 19146-1636
phone: 215.545.1076 fax: 215.545.8397
email: <mailto:pgoldring@campbellthomas.com>
web: <http://www.campbellthomas.com/>

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Kathleen Legere

From: Robert Ryan [rmryan@camden.rutgers.edu]
Sent: Thursday, February 04, 2010 9:29 AM
To: Scudder Falls Bridge
Subject: common sense

So there will be 11 lanes of auto traffic, but you can't afford a half lane for bikes and pedestrians? Incredible and disgraceful!

Get on the side of history; PROVIDE A BIKE- AND FOOTPATH!

Robert M. Ryan
Emeritus Professor of English
Rutgers University
Camden, NJ 08102

P198

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Kathleen Legere

From: Cindy Walker [ckneis01@yahoo.com]
Sent: Thursday, February 04, 2010 9:40 AM
To: Scudder Falls Bridge
Cc: 'Norm Walker'
Subject: Planned widening of bridge

I believe that the current plan to widen the Scudderfalls Bridge from four lanes to nine is

- "super sized" - nine lanes is too many
- Should include pedestrian and bicycle access
- Should not include a toll

A As a resident of Lower Makefield I cross this bridge several times a week and have often thought that it was too narrow. However, that could be corrected with two additional lanes. Adding 2 lanes making it easier to enter and exit I-95 would correct this problem.

B A significant percentage of the population in the area utilizes the canal paths on both sides of the river. Additional access would improve the quality of life for area residents and help to offset the "super sizing" of the bridge with increased physical recreational access. It would also help to increase tourism to the area.

C The article in Wednesday's Philadelphia Inquirer states that the Scudderfalls Bridge is the only bridge crossing the Delaware that does not have a toll. This is not accurate. There are three others within 10 miles- the "Trenton Makes Bridge", the Calhoun street bridge and the Washington Crossing bridge. All three of these bridges are at capacity and very crowded during rush hour. The Washington Crossing bridge is dangerously narrow. Many people sit in heavy traffic on all three of these bridges to avoid paying the 75 cent toll on the Route 1 bridge. Adding a toll to the Scudderfalls bridge would only increase this problem.

It should also be noted that here are additional bridges further north on the Delaware that do not have tolls. Additionally, the Delaware River is narrow and shallow in the Bucks County Region. Smaller bridges that do not require the same feats of engineering as the Ben Franklin, Walt Whitman, Betsy Ross, Commodore Barry etc. should not come bear the burden of a toll.

Cynthia Kneiser
295 Cricket Ct
Yardley, PA 19067

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Kathleen Legere

From: Xavier Hayden [xhayden@dionsolomon.com]
Sent: Thursday, February 04, 2010 9:52 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge Proposal

To the Commission:

Please consider adding a pedestrian/Bike lane allowing for access across the Delaware between the State parks and respective canal trails. This should be incorporated into the design of the bridge.

Thank you

Xavier P. Hayden, Esquire
Ten Penn Center
Suite 606
Philadelphia, PA 19103
215-561-0877
xhayden@dionsolomon.com

P200 157

Kathleen Legere

From: heckrauh@verizon.net
Sent: Thursday, February 04, 2010 10:09 AM
To: Scudder Falls Bridge
Subject: Thoughts on Proposed Plan

Just wanted to share a few thoughts with you concerning the proposed Scudder Falls Bridge projects.

A My first and foremost concern is the 11th hour introduction of plans to toll the bridge. Why this very significant element was kept from all previous discussions of the proposed plans shows a lack of vision and poor community stewardship. No where in the proceedings was funding even addressed which I see as a significant flaw to your planning process. How can any government agency proceed with a project without a clear picture of who will be underwriting or funding the project? Gross negligence on your part.

I don't have enough room here to list all the ways a toll on this federal highway will adversely effect the very users of the highway. In reading a recent newspaper article where NJ Governor Christie declared that no hike in existing tolls and no new tolling will take place in NJ under his watch. This would, of course, make your plans moot.

B Secondly, I am in support of a bike and pedestrian walkway be included on the bridge. At a time when we as a society need more exercise, should we not implement sound policies for including these opportunities wherever we can. A bike/pedestrian lane would enhance the usefulness of the project.

I hope you will take these suggestions into consideration as the project moves forward.

Thank you for your time.

Pamela Heck Rauh

P201

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Kathleen Legere

From: Lucas Fiore [whoof@msn.com]
Sent: Thursday, February 04, 2010 10:24 AM
To: Scudder Falls Bridge
Subject: Passenger Bridge

Once again the bureaucrats are engaged in negative, archaic thought processes. Why would anyone in this day and age decide to build a bridge with no pedestrian and bicycle access. You say it is cost. The ratio of cost for this added necessity to the total cost of the nine lane bridge is minimal. Your decision to exclude the walk/bikeway is ludicrous, shortsighted and just plain stupid! Get your combined acts together and do some forward thinking for a change. Remember this is the 21st Century not mid- 20th century when decisions like this were rampant and non-citizen friendly. Remember who you ultimately work for.

Lucas Fiore
3537 Tyson Road
Newtown Square, PA 19073

P202

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Kathleen Legere

From: Susan Simon [bodhran@pipeline.com]
Sent: Thursday, February 04, 2010 10:40 AM
To: Scudder Falls Bridge
Subject: bicycle/pedestrian bridge crossing

This email is from Dr. Donald A. Simon.

A Do you really need 5 lanes in one direction? Remember Parkinson's Law: Junk expands to fill the space available. Where are 5 lanes worth of vehicles going to go when they exit the bridge? How about making the bridge 4 lanes and devoting the space to a bicycle/pedestrian
B crossing? Our future, the future of our children and grandchildren, is not just for motorized conveyance to carry only one or two occupants over a bridge; the future is for human powered mobility. Send your bridge plans back to the drawing board.

P203

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Kathleen Legere

From: Goldmanl@aol.com
Sent: Thursday, February 04, 2010 10:46 AM
To: Scudder Falls Bridge
Subject: PLEASE INCLUDE BIKE AND PEDESTRIAN PATHS ON BRIDGE

Apologies for the delayed reaction

COULD YOU PLEASE BE SURE THAT THERE ARE PEDESTRIAN AND BICYCLE PATHS on the bridge!:

THANK YOU

Irene Etkin Goldman
45 Nursery Road
Titusville, NJ 08560
tel: 609 882 9186
fax: 609 771 4177
mobile: 609 505 7554
email: goldmani@aol.com

P204

1601

Kathleen Legere

From: Tom Rowan [trow7191@live.com]
Sent: Thursday, February 04, 2010 10:50 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge ...

2/04/2010

I must voice my disapproval of any new design for the Scudder Falls Bridge, that does not include walkways and bicycle paths.
This oversight must be addressed.

Please let me know how I can help

Thomas P Rowan
trow7191@live.com

Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. Sign up now.

P205

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Kathleen Legere

From: joseph [josephpainting@comcast.net]
Sent: Thursday, February 04, 2010 10:56 AM
To: Scudder Falls Bridge
Subject: Walkway/Bicycle Path on Proposed New Scudder Falls Bridge

Done like a true commission. Fly low under the radar, then pop up with a decision that is screwed up but too late to do anything about. I can't believe that a bridge project of the magnitude you propose will not include a walkway/bicycle path. I am not a cyclist and I don't regularly walk in the area of Scudder Falls, but the exclusion of a walkway/bicycle path seems small minded and a bit defiant. Please, folks, use some common sense, get your heads together and find a way to include a pedestrian/bicycle walkway in this gargantuan project. Don't pay any attention to Jeff Tittel either. If he wants to see an aircraft carrier, tell him to go to a naval base somewhere.
Joe Painting
New Jersey Resident
Frequent Automobile Traveler over the Scudder Falls Bridge
P.S. Know what the N. J. State Police call the bridge approaches now? Spaghetti Junction!
Have a nice day

P206

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Kathleen Legere

From: Charles Day [cday3416@verizon.net]
Sent: Thursday, February 04, 2010 10:59 AM
To: Scudder Falls Bridge
Subject: Build that cycling/pedestrian lane

Dear Commission:

It is inconceivable that you would approve construction of a new Scudder Falls Bridge without providing for cyclists and pedestrians to have a safe walkway/bikeway as part of the design.

Kindly modify your plans to include such a feature—or endure the criticism of the public on both sides of the river for decades to come.

Thank you.

Charles Day
Charles Day
3416 Warden Drive
Philadelphia, PA 19129
(215) 438-7479 (Home)
(215) 680-9621 (Cell)
cday3416@verizon.net

P207

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Kathleen Legere

From: Donald Rainey [drainey8464@msn.com]
Sent: Thursday, February 04, 2010 11:09 AM
To: Scudder Falls Bridge
Subject: Bridge suggestion

Dear Mr. Skeels,

The original vision in the construction of the Scudder Falls Bridge was woefully short-sighted in that, among other things, it provided for only four lanes of vehicle traffic. Your current plans to provide additional lanes as well as dedicated lanes for larger vehicles is to be commended.

I urge you and your planning colleagues, however, not to show a similar lack of vision by not including a dedicated lane for bicycle and/or pedestrian access. Given the existing paths along the river for such pedestrian activity enabling individuals to take advantage of such a lane on the bridge and the clear trend, indeed need, to promote such outdoor activity, the lack of such a lane would be a fundamental error.

Sincerely your,

Donald Rainey

P208 165

Kathleen Legere

From: david burns [landscaper902@yahoo.com]
Sent: Thursday, February 04, 2010 11:00 AM
To: Scudder Falls Bridge
Subject: Stop This Ugly Bridge!!!!

Mr. Kevin Skeels
Senior Program Area Manager
DRJTBC

Dear Mr. Skeels,

Why are you making another ugly bridge for cars and trucks? This areas needs to be at the forefront of new green friendly design. You should absolutely include pedestrian and bicycle paths so that the bridge can serve as many people as posssible. If you are indeed spending in the realm of 300 million dollars for this bridge it should be a spectacular statement of engineering and design at it's best. Not another highway overpass. Also why have you given so little time to public input? It seems as though you just wanted to slip something over on the public. Please go back to the drawing board on this ill conceived project.

Sincerely,

David Cameron Burns

P209

1660

Kathleen Legere

From: JT Burke [jburke@advancedsports.com]
Sent: Thursday, February 04, 2010 11:10 AM
To: Scudder Falls Bridge
Subject: Bicycle use on new Bridge

Hello Mr. Skeels,

I am a new resident here in Philadelphia (three weeks new!) and am committed to supporting transportation choices beyond the car. Having just left the San Francisco Bay Area, I saw first-hand the difficult decisions that had to be juggled to support a bicycle/pedestrian pathway on the new span of the San Francisco Bay Bridge. The planning commission ultimately agreed to include it, as they saw bicycle use as an important part of meeting their future transportation needs. A city that supports multiple forms of transportation stands out as a forward-looking city and becomes an attractive community for new business and healthy lifestyles. For these reasons, I strongly support the inclusion of the bicycle and pedestrian pathway on the Scudder Falls Bridge, and feel the commission and the City of Philadelphia should, too.

Thank you for taking the time to read this.

JT Burke

JT Burke | Breezer Brand Manager
Advanced Sports Inc.
Phone 267.350.6175 | Fax 215.824.1051 | Mobile 215.713.5953
jburke@advancedsports.com

fujibikes.com | kestrelbicycles.com | sebikes.com | breezerbikes.com

P210

167

Kathleen Legere

From: Lisa Recko [lrecko@verizon.net]
Sent: Thursday, February 04, 2010 11:23 AM
To: Scudder Falls Bridge
Subject: bike/pedestrian lane

I'm writing to urge you to put a bike and pedestrian lane(s) on the new Scudder Falls bridge. Maybe you could just have 8 car lanes, and use the space alloted for the 9th lane for foot and bike traffic. It just seems non-sensical and wasteful not to incorporate bike and foot lanes on the bridge now that you have the opportunity. It might require a little effort, but I'm sure the result will be worth it, especially if you can tie together the bike trials on either side of the river.

Lisa Recko
Philadelphia, PA

P211

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Kathleen Legere

From: Goldmanl@aol.com
Sent: Thursday, February 04, 2010 11:23 AM
To: Scudder Falls Bridge
Subject: NO TOLLS PLEASE

THANK YOU FOR TAKING COMMENTS.

I strongly OPPOSE creating a TOLL on the brigde. The backups will be horrendous. We who live nearby already find the pressure of delays unbearable and in the summer auto emission smells are bad.

Keep the traffic moving smoothly and NO TOLLS. Thank you

Irene Etkin Goldman
45 Nursery Road
Titusville, NJ 08560
tel: 609 882 9186
fax: 609 771 4177
mobile: 609 505 7554
email: goldmani@aol.com

P212

169

Kathleen Legere

From: richard adams [urbrroa@hotmail.com]
Sent: Thursday, February 04, 2010 11:26 AM
To: Scudder Falls Bridge
Subject: EA comments

221 Taylorsville Rd.
Yardley, PA 19067-1329
urbrroa@hotmail.com
February 4, 2010

Mr. Kevin M. Skeels,

Would you please reply to me that this e-mail has been received.

I have serious concerns very similar to others in that the consulting firm has overlooked safety issues at the proposed bridge interchanges and effects on the future traffic flows at the other bridges.

A My major safety concerns are vehicular accidents due to the proposed design lack of full clover leaf interchanges. The excessive traffic lights on the Pennsylvania side and the miniature roundabouts on the New Jersey side restricting the exiting flow will at rush hours be a problem both currently and as traffic counts increase over the years. There is currently unused land on both sides of I 95 along Taylorsville Road evidently owned by Lower Makefield Township that could support a full clover leaf to eliminate the proposed two additional traffic lights. Observing the morning quantity of backed up traffic both from the north and south on Taylorsville Road entering on their two ramps it's hard to understand how that quantity returning in the evening will not back up using a single ramp with a traffic light at the bottom for those going north on Taylorsville Road and those going south. Possibly relocate the Park and Ride lot to the north side of Woodside Road to accommodate the full clover leaf. If the full clover leaf idea is denied at least do not eliminate the west bound I 95 to north bound Taylorsville Road ramp but move it slightly east of the Park & Ride to exit at Woodside Road. Provide a left turn entrance just short of Woodside Road into the Park and Ride lot. Add a right hand turn lane on Woodside Road at Taylorsville Road for those going north would be desirable. Possibly a restricted slow speed entrance and exit on Taylorsville Road to the Park and Ride Lot would improve its traffic flow if the lot remains at its present location.

The idea of a tolling station in the center of the bridge of a high speed road can only lead to the terrible rear end collisions that the Connecticut Turnpike experienced that forced them to remove all of their barrier toll booths. A motorist from out of the area or country may slow down and a rear end collision with fuel spill and ignition is something that must never happen, especially where ones escape path is restricted.

As part of the assessment to the public the information below should be provided. Type and size of the vehicles entering and leaving at the interchanges, their arrival from and departure for be it north or south bound on Taylorsville Road and Route 29. There is a need to know the traffic count maximums for short periods of time such as 5 minutes and the traffic engineering study to determine that the exit traffic lights or traffic rotary can handle the peak flow. There is a need to know a past traffic flow count during peak periods of the Taylorsville Road / Woodside Road intersection showing the directional count of vehicular travel for a short period of time at morning and evening peak periods. Hopefully your traffic surveys from the past have included a study and listing of all traffic accidents as to time of day and type, such as rear ending or side swipe etc. for both NJ and PA interchanges. I'm familiar with a few locations in New Jersey where small diameter roundabouts have been installed in down town locations in recent years where traffic speeds are already low and very few tractor trailer trucks do navigate them with difficulty. Hopefully your engineering survey has flow / count surveys after these roundabouts have been in use for a while. What is the traffic engineering report for the Route 29 for flow capabilities from each direction with small and large vehicles approaching at elevated rates of speed? The traffic counter that was in the pavement on the Pennsylvania side was removed years ago and cement replaced it, I'm curious as to where an existing counter is located or is an estimated count being used. I question the accuracy of the count. The

recent improvements to the Morrisville toll bridge where wings were added to the existing piers to provide one additional lane on each side may be all that is needed to take care of the rush hour flow on the Scudder Falls Bridge twice a day five days a week. Having nine lanes wide will lead to even higher speeds and accidents when someone realized they are in a lane to the left and quickly try to move to the right to exit at the interchange at the end of the bridge. On the Route 29 interchange location I'm interested in what the original designed existing configuration ideal maximum flow was calculated at for each direction. The existing configuration evidently is not restricting flow. I'd like to know a factual reason in detail as to why it's current lay out evidently hasn't been considered as part of the bridge up grade. The public should be provided with the actual traffic count across the bridge for multiple week day dates during the morning and evening rush periods possible in 15 minute to 30 minute intervals. Hopefully one or two of these counts are for a period when the Morrisville Toll Bridge was under construction and one or two are for before that construction started.

In the past year I witnessed the replacement of sidewalks and curbs in Philipsburg, New Hope and Morrisville many of which looked fine and had many years of service ahead of them. I assumed that those municipalities were paying for these improvements that surely increase the adjacent owner's property values, I now find out the bridge commission using their Compact Authorization Investment (CAI) program in 31 communities paid for 63 separate projects. If everyone who pays tolls was aware of what their tolls were being used for I suspect that they would be infuriated. The collection of tolls should only be used to finance the actual cost of the Bridges! This giveaway program is approaching forty million dollars. If they have that much money to give away they should reduce their existing tolls slightly so the working class could stop their extra travel time, fuel and emissions in using the free bridges. Possibly they should have purchased back some of their outstanding bonds with the forty million to avoid the interest they are paying. Hopefully some legislation can be passed to restrict the Bridge Commission to stop their CAI program for ever. It appears that this bridge commission is aiming to monopolize their bridges with tolls is building an empire. We have all witnessed the departure of many employers from the area because of excessive cost. Not to mention retiree's who have relocated do to the high cost of this area. These bridges should be providing a cost effective flow of commerce and not cause commerce to relocate elsewhere. If there power goes unchecked and they are able to install tolls on a few more bridges the next thing we will see is raising tolls to build twin towers or some other non bridge projects along the Delaware River by a non real estate paying tax organization able to rent office space at the same or less cost than taxpaying companies.

I question if there is a need to widen I 95 between the Yardley Newtown Road at this time unless a accurate traffic count warrants it for a large portion of morning entries for the bridge are from Taylorsville Road. On the Jersey side it is already three lanes and flows well at peak traffic times. The annexation by the bridge commission of Interstate 95 to Bear Tavern Road and Yardley Newtown Road should be taken back to be controlled by the NJ and PA DOT's this is part of the Interstate Highway system primarily paid for by the Federal Government. This expansion of the Commissions area is just another area of cost to them that they want to use to warrant there need for tolling. On the Trenton Times front page
B Feb.2,2010 issue Governor Christie states "I don't favor tolls on the roads that don't currently have them" hopefully he will inform his bridge commissioners that he is including bridges as well.

I thank you for your efforts and I'm sure the Bridge Commission will keep the community informed as to future ways that the public can voice their concerns so that a safe, and efficient bridge will provide only what is needed.

Thank you,

Richard Adams

P213

170

Kathleen Legere

From: David Miller [hagendolch@hotmail.com]
Sent: Thursday, February 04, 2010 11:30 AM
To: Scudder Falls Bridge
Subject: Please add a pedestrian/bike path to the bridge

Please add a pedestrian/bike path to the Scudder Falls bridge design. It would be great to access some of the trails and parks the bridge will enable via bike or by foot. There is nothing more frustrating then being unable to walk or bike places. I spent many years in Florida and though a CVS was in sight of my house, it was impossible to walk to. Symbolically, that became one of the the main reasons I moved.

David Miller
Foxchase PA 19111

Hotmail: Powerful Free email with security by Microsoft. Get it now.

P214

171

Kathleen Legere

From: Mark Letner [markletner@comcast.net]
Sent: Thursday, February 04, 2010 11:31 AM
To: Scudder Falls Bridge
Subject: Pedestrian/Bicycle walkway

Dear Mr. Skeels,

Not providing a pedestrian and bicycle walkway on the Scudder Falls Bridge replacement would be a huge missed opportunity. This replacement bridge is projected to last 50-75 years. If we do not provide this pedestrian/bicycle river crossing now, when else could we do it economically? I have to believe that the incremental cost (5% - 6% as I recall) could be and should be handled by the bridge tolling fee.

I applaud your efforts to control the cost of this project. However, I encourage you to spend the extra money to add a valuable capability that would be appreciated by most people in the Delaware Valley.

Thank you for your consideration.

Mark Letner
Gwynedd Valley, PA
(215) 646-1714

P215

172

Kathleen Legere

From: janestaud@comcast.net
Sent: Thursday, February 04, 2010 11:33 AM
To: Scudder Falls Bridge
Subject: New Bridge

Dear Big Bridge Builders,

A Ridiculous. Go look at the existing site. It is a beautiful stretch of river that would be cruelly altered by a NINE(!?) lane bridge. 9 lanes is bigger than the Tappan Zee, the Golden Gate, the Walt Whitman. There cannot possibly be a need for that kind of monstrosity over that part of the Delaware River.

B Also - the idea of not including a pedestrian/bike crossing is extremely short-sighted. People want to walk and ride and enjoy that beautiful river. Make that happen! Re-think this whole project. Remember that less is sometimes more. Something lovely could be created here if you are not afraid to go for it!

Thanks,
Jane Staud
Broomall, PA

P216

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Kathleen Legere

From: CohenFamly@aol.com
Sent: Thursday, February 04, 2010 11:33 AM
To: Scudder Falls Bridge
Subject: Fwd: [rcc_transportation] (no subject)

Ernest & Elaine Cohen

From: CohenFamly@aol.com
Reply-to: rcc_transportation@yahoogroups.com
To: ScudderfallfbridgeEAcomments@hntb.com
CC: inquirer.letters@phillynews.com, rcc_transportation@yahoogroups.com
Sent: 2/4/2010 11:20:45 A.M. Eastern Standard Time
Subj: [rcc_transportation] (no subject)

Dear friends on the Toll Bridge Commission:

America should be encouraging fuel-less travel, such as pedestrians and bicycles. As a young man, I took several such trips, including one south along the Delaware River from Easton. As a teenager in New York, I bicycled across the Bronx Whitestone bridge, which had no facilities for bicycles or pedestrians. How many such people will use the Scudder Falls bridge illegally, encoring a risk to themselves and to cars. All new road projects, should have provision for non-motorized traffic, particularly, when there is no convenient alternative. Remember, 13 miles for a car and 13 miles for a pedestrian are two different things.

Peace in a sustainable world,

Ernest B. Cohen & Elaine H. Cohen
ernest.cohen@ieee.org

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P217

174

Kathleen Legere

From: KIP KNIGHT [kipeileenknight@cavtel.net]
Sent: Thursday, February 04, 2010 11:34 AM
To: Scudder Falls Bridge
Cc: pnussbaum@phillynews.com
Subject: Bridge Needs Ride or Walkway

Greetings to Scudder Falls Bridge Planners,

Logic: Given the parks and pathways on both sides of the Delaware River, to include bicycle / pedestrian walkway on the new I-95 bridge would seem quite logical. For the designers to include nine regular lanes, AND two 14 foot bus lanes AND two 12 foot shoulders, but not provide a walking path, is ridiculous.

Cost: Getting rid of one of the regular lanes, or reducing the bus lanes or bus lane width, or making one of the shoulders a bike / walkway, would also keep the cost within the original range.

Objective: Given our desire to encourage outdoor activities and reduce traffic, the current plan appears to discourage both. Does this now mean that hikers, riders, etc. must park on one side of the river, do their riding or hiking, etc., then get in their cars to drive across the bridge to continue their activities on the other side? Or worse, would they hike or ride their bikes across the bridge in the traffic lanes?

Although we are neither hikers or bikers we do often use the Scudder Falls bridge. Therefore, we do see the need for using common sense on this walkway issue.

Kip & Eileen Knight

P218

175

Kathleen Legere

From: Kathy Kraeck [kkraeck@verizon.net]
Sent: Thursday, February 04, 2010 1:08 PM
To: Scudder Falls Bridge
Subject: Access

I strongly agree with the letter in today's paper that in order to do the right thing from an environmental, health and tourism standpoint, there should definitely be bike and pedestrian access. It can't be added later, best to do the right thing initially.

Kind Regards,

Lower Makefield Resident and LMT Veterans Committee Vice Chair
Kathy Kraeck

P219

176

Kathleen Legere

From: PRHorning@aol.com
Sent: Thursday, February 04, 2010 11:39 AM
To: Scudder Falls Bridge
Subject: Pedestrian and Bike Connections

The Scudder Falls Bridge is critical as a pedestrian and biking link between NJ and PA along the Delaware River. Converting a portion of the 9 lanes or shoulder for this use would be critical to expanding the transportation choices in the region.

Paul Horning
Devon, PA

P220

177

Kathleen Legere

From: Richard L. McClellan [rmcclellan@drjtbc.org]
Sent: Thursday, February 04, 2010 11:37 AM
To: Scudder Falls Bridge
Cc: Joseph F. Donnelly; Kevin Skeels; 'Pashanamaei, Bijan'
Subject: FW: Scudders Falls Bridge Project Comments

I am forwarding the following email from an individual seeking to comment on the EA...he had tried to send it in directly but was getting it bounced back...I note he had the wrong address.

Richard McClellan
Director of Community Affairs
DRJTBC
267-790-1063
110 Wood St.
Morrisville, PA 19067
Fax: 267-478-7900
E-Mail: rmcclellan@drjtbc.org

From: Lee Seglem [mailto:leeseglem@gmail.com]
Sent: Thursday, February 04, 2010 11:32 AM
To: Richard L. McClellan
Subject: Fwd: Scudders Falls Brigde Project Comments

Please forward this to the appropriate authorities.

---------- Forwarded message ----------
From: **Lee Seglem** <leeseglem@gmail.com>
Date: Thu, Feb 4, 2010 at 11:20 AM
Subject: Scudders Falls Brigde Project Comments
To: scuddersfallsbridgeEAcomments@hntb.com

To whom it may concern:

The planned improvements and widening of the Scudder's Falls Bridge on I-95 should include a walkway for use by pedestrians and bicyclists. It makes no sense to undertake this project without a design that can accommodate a walkway that will enable people to access and take full advantage of the recreational paths along the canals on both sides of the Delaware River. I urge the Commission to incorporate such a walkway in the design of this project.

Lee Seglem
1802 Wrightfield Ave.
Yardley, Pa.
215-498-0394

When mapping directions to our Morrisville Admin Facility, please enter Wood and Grove St. Morrisville, PA 19067

NOTE: This e-mail is intended only for the named recipient(s) above and may contain information that is proprietary, confidential and/or exempt from disclosure under applicable law. If you received this message in error, or are not the named recipient(s), please immediately notify the sender via e-mail or contact the Delaware River Joint Toll Bridge Commission IT Department and delete this e-mail message.

P221

178

Kathleen Legere

From: Jennifer Sheffield [j.s.sheffield@hotmail.com]
Sent: Thursday, February 04, 2010 11:47 AM
To: Scudder Falls Bridge
Subject: Please include pedestrian/bicycle lane on the bridge!

To Kevin Skeels and the Bridge Commission:

I understand that the bridge commission is currently considering the cost of including bicycle and pedestrian access to the new Scudder Falls Bridge. I strongly urge the commission to recognize the increased return of investing in green spaces, recreation, and public health.

I am a Philadelphia resident who grew up in New Jersey, and I have spent time on the canal trails along the Delaware River and in the nearby state parks. It seems a lack of vision to keep these historic trails isolated from each other when there is an opportunity to connect them -- and to mitigate, in encouraging hiking and cycling, the environmental impact of increased traffic flow.

Thank you,
Jennifer Sheffield
j.s.sheffield@hotmail.com

Hotmail: Trusted email with powerful SPAM protection. Sign up now.

P222

179

Kathleen Legere

From: corgwyn@verizon.net
Sent: Thursday, February 04, 2010 11:55 AM
To: Scudder Falls Bridge
Subject: New Scudders Falls Bridge

TO: Delaware River Joint Toll Bridge Commission
RE: New Scudders Falls Bridge

It's my understanding that you are seeking comments regarding the decision to not include a walkway/bikeway between 2 historic areas on the river.

My comment is: Why Not?

I find it incredibly hard to believe that A.) this bridge is going to cost $300m and B.) you can't find some funding for this somewhere. Nine lanes of high-speed gas-guzzling traffic in the midst of such a beautiful place.
With these plans no one will have any reason or opportunity to enjoy the trails.

I live in Philadelphia and enjoy coming out to Bucks County for cycling and hiking. You are missing a wonderful opportunity to "go green", encourage more physical activity, and increase visits to the area - which increases revenue to the area (and tolls on the bridge).

Rethink your decision. Do the right thing. It sounds trite, but it's true.
If you build it, they will come.

Mary Kaminski
Philadelphia, PA

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mail2web - Check your email from the web at http://link.mail2web.com/mail2web

P223

180

Kathleen Legere

From: James Campbell [jcampbell@CampbellThomas.com]
Sent: Thursday, February 04, 2010 12:06 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge

Dear Gentlepersons,

I strongly urge you to reconsider the decision not to include bike and pedestrian pathways across the Scudder Falls Bridge. By failing to provide such facilities, you are in violation of the latest thinking on what constitutes appropriate and balanced provisions for transportation so far in this century. I predict that your failure to immediately include such facilities you will cause yourself more cost and delay. Hopefully you and your designers will have leaned something from the very recent examples of the revisioning of the Germantown Avenue Bridge and the South Street Bridge here in Philadelphia.

Please contact us if you have any questions or need any assistance.

Thank you.

James Cyril Campbell, AIA, LEED-AP, Partner
Campbell Thomas & Co.

Architecture ❖ Preservation ❖ Community & Transportation Planning
1504 South Street / Philadelphia, PA 19146-1636
phone: 215.545.1076 fax: 215.545.8397
direct line: 215.545.5923
email: <mailto:jcampbell@campbellthomas.com>
web: <http://www.campbellthomas.com/>

P224

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Kathleen Legere

From: Susan Simon [bodhran@pipeline.com]
Sent: Thursday, February 04, 2010 9:58 AM
To: Scudder Falls Bridge
Subject: bike and pedestrian lane

I am appalled that you would even consider building a bridge without a bike-hike lane. It is immoral and irresponsible to build an enormous multi-lane bridge and not allow for pedestrians and bicycles. It should be illegal not to include a bike-pedestrian lane.
Susan Simon

P225

182

Kathleen Legere

From: Jay Corbalis [jcorbalis@njfuture.org]
Sent: Thursday, February 04, 2010 12:12 PM
To: Scudder Falls Bridge
Subject: Official Comments of New Jersey Future on Scudder Falls Bridge Project
Attachments: NJ Future Comments on Scudder Falls Bridge Design 2-4-10.doc

Dear Mr. Skeels,

Attached are the official comments of New Jersey Future on the Scudder Falls Bridge Project currently being discussed by the DRJTBC. Please feel free to contact me at the number below if you have any questions.

Best,

Jay Corbalis

******

Jay Corbalis
Policy Analyst
New Jersey Future
137 West Hanover Street
Trenton, NJ 08618
609/393-0008, ext. 110
609/393-1189 (fax)
www.njfuture.org

Check out New Jersey Future's blog:
Garden State Smart Growth
www.njfuture.wordpress.com

Kevin Skeels, scudderfallsbridgeeacomments@hntb.com
Delaware River Joint Toll Commission
110 Wood & Grove Streets
Morrisville, PA 19067

Dear Mr. Skeels:

I am writing on behalf of New Jersey Future—a statewide, smart-growth advocacy organization based in Trenton—to request that the Delaware River Joint Toll Commission give serious consideration to the addition of a bicycle/pedestrian facility in its redesign of the Scudder Falls Bridge. In addition to preserving open space and revitalizing neighborhoods, a key component of our mission is providing transportation choices, and this goal serves as the basis for our comments.

Recently, New Jersey Future, along with partners including the Tri-State Transportation Campaign and the Greater Philadelphia Bicycle Coalition, succeeded in persuading the New Jersey Department of Transportation to adopt a "Complete Streets" policy governing all state roads. Although the NJDOT policy does not apply directly in this case (since the bridge falls under the jurisdiction of the DRJTC), we believe the principle behind "Complete Streets"—to provide for the needs of all users, not just drivers, when designing transportation improvements—is nonetheless applicable to the Scudder Falls Bridge project.

In addition to providing greater mobility, increasing transportation choices offers environmental benefits. The transportation sector represents nearly a third of all the greenhouse gas emissions in the country; it is New Jersey's largest single source of emissions and is a significant contributor to Pennsylvania's carbon footprint. Meeting our states' and our nation's greenhouse gas reduction goals will require not only increasing the fuel efficiency of our automobiles, but also reducing the amount of miles we drive. To accomplish this, we must provide viable alternatives to single occupancy vehicle travel. As a regional connector, the Scudder Falls Bridge can be an important link for non-motorized travel, especially given the dearth of alternatives for those seeking to cross the Delaware by means other than the automobile.

We urge the DRJTC to consider the inclusion of a bicycle/pedestrian facility in its redesign of the Scudder Falls Bridge in light of its potential to expand transportation options in the region, and the multiple benefits that would derive from this expansion.

Sincerely,

Peter Kasabach
Executive Director
New Jersey Future

P226

183

Kathleen Legere

From: Linda Farthing [lindaclarefarthing@hotmail.com]
Sent: Thursday, February 04, 2010 12:19 PM
To: Scudder Falls Bridge
Subject: Bridge Plan

Dear Kevin Skeels-

I find it rather astounding that in this day and age when finally some awareness has penetrated the public sphere about the enormous cost of automobiles to our society as a whole, that there is still a public body that would consider building a bridge without taking into account pedestrians and bicycles. While there is an immediate demand for more space for cars, we need policymakers who consider issues over the longer term. For our physical and mental health, quality of community life, environment and US strategic interests, we need to push public policy that encourages more people to walk and use bikes for both recreation and transport and make it harder, not easier, for people to use cars. I am pleased to see bus only lanes on the bridge but please find a way to include bikes and walkers as well. Thank you.

Linda Farthing

P227

184

Kathleen Legere

From: tnydis@aol.com
Sent: Thursday, February 04, 2010 12:22 PM
To: Scudder Falls Bridge
Subject: comment on new bridge

I vote YES to include a pedestrian/bicycle walkway on the new "TOLL" bridge. I will certainly use it since I often bike the towpaths.

Tony Di Stefano
Sewell, NJ 08080

P228

185

Kathleen Legere

From: Lawrence Haney [larry.a.haney@gmail.com]
Sent: Thursday, February 04, 2010 12:33 PM
To: Scudder Falls Bridge
Subject: pedestrian/bicycle access

I ride a bike and walk the canal path which is located on both sides of the Delaware River. Since this bridge is new construction, it would be a terrible mistake not to include a pedestrian/bicycle path across the river. It would be more cost efficient to add this feature at the beginning of the project. This would add to the "quality of life" for people on both sides of the river.

Thank you
Larry Haney
10808 Rayland Road
Philadelphia, PA 19154

215-632-4135

P229

Kathleen Legere

186

From: Cory F. Newman [psydoc@mail.med.upenn.edu]
Sent: Thursday, February 04, 2010 12:43 PM
To: Scudder Falls Bridge
Subject: One chance to do it right or be a high-profile example of short-sightedness for decades to come

Dear Sirs/Madams,

I implore you to use forethought, creative problem-solving skills, and attention to the social, political, environmental, geographic, and financial (e.g., tourism) BENEFITS of adding the pedestrian/bicycle walkway for the new Scudder Falls toll bridge before making a foolish mistake-by-omission that will will have unintended consequences that go way beyond the extra cost involved in doing the project RIGHT. The pedestrian/bicycle walkway will be a huge asset. Not including it will have consequences that will reverberate for decades to come, as the bridge will be a monument to poor planning and short-sightedness for all to behold. Please do not make such a glaring mistake. Find a way.
Everybody will benefit!

--
Cory F. Newman, Ph.D., ABPP
Director, Center for Cognitive Therapy
3535 Market Street, 2nd floor
University of Pennsylvania
Philadelphia, PA 19104-3309 USA
(215) 898-3466
fax. (215) 898-1865

P230

187

Kathleen Legere

From: Sandra Worrall [sandrawor@gmail.com]
Sent: Thursday, February 04, 2010 12:51 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge

To Whom It May Concern:

I am a resident of Lower Makefield Township and I don't want to see an over sized bridge that will ruin the landscape and feel of our area. I saw what Penn Dot did to the northbound Newtown exit of Interstate 95. The ramp is almost 1 mile long and they used far more farmland then necessary.

A I feel the best design would be to maintain the existing bridge and change it to 5 lanes in one direction and build a bridge over or beside the existing bridge with 5 lanes also one direction. Now is the time for a pedestrian lane
B to access the canal paths in New Jersey and Pennsylvania. There is a pedestrian lane on the Washington Crossing Bridge but this would be the most economical time to add a pedestrian lane in Yardley.

Best regards,

Sandra Worrall

P231

188

Kathleen Legere

From: Steve Cickay [scickay@comcast.net]
Sent: Thursday, February 04, 2010 12:54 PM
To: Scudder Falls Bridge
Subject: SCUDDER FALLS BRIDGE

Two comments:

A 1. Wasting money on building tollbooths, even EZPASS, shows you are stuck in a medieval mindset. What a waste of construction money. Get PA and NJ to fund this project from their tax revenues. I can already smell the pollution from the idling cars while their drivers fish for coins and dollars.

It is delightful traveling on toll-free roads in Western United States. If they can do it, we can too.

B 2. No room for walkers, runners, and bicyclists? Again, your mindset is backward when the automobile was perceived as The Answer. Let's support diversity in transportation too and throw some of that 300 million to the local community who actually enjoy looking at the beautiful Delaware River on their days off while walking, jogging and bicycling around in a non-polluting obesity-defying way.

P232

189

Kathleen Legere

From: ccminnich [ccminnich@verizon.net]
Sent: Thursday, February 04, 2010 12:58 PM
To: Scudder Falls Bridge
Subject: a new way of being in the world

The $300 million, 180-foot-wide bridge over the Delaware River is to have nine lanes for traffic (up from the current four), two 14-foot-wide dedicated lanes for buses, and two 12-foot shoulders. **A pedestrian/bicycle walkway is being considered, but may be too costly, the Delaware River Joint Toll Bridge Commission says**.

Please do build the bike and pedestrian access on the new bridge! This should not be an afterthought, but a priority. The transport in an area does so much to determine the quality of life for any region. Please give yourself permission to be the leaders and visionaries to a new more sustainable future and not promoters of the transportation foibles and mistakes of the 1950's.

Christine minnich
ccminnich@verizon.net

ps
could not the pedestrian access be economically built as part of your maintenance corridor/access? Please think outside of the box.

P233

Kathleen Legere

190

From: Dave DiOrio [davewdiorio@gmail.com]
Sent: Thursday, February 04, 2010 1:04 PM
To: Scudder Falls Bridge
Subject: New ScudderFalls Bridge

To whom it may concern,
I agree completely with the Inquirer's editorial today concerning the new Scudder Falls "Bridge falling short". I am an avid cyclist and believe that planning such expansion should also require accommodating cycling and hiking enthusiasts. Let's think about the local community as well as expanding the traffic carrying capability by 33% by increasing to 9 lanes.

- Bucks County Resident and Tax Payer

P234

191

Kathleen Legere

From: graysmith@gsoexpert.com
Sent: Thursday, February 04, 2010 1:22 PM
To: Scudder Falls Bridge
Subject: Streetsblog: A Bike-Ped State of the Union: 9.6% of Trips, 1.2% of Federal Funding

Get informed on bicycling and walking--when you think about bridges.

A Bike-Ped State of the Union: 9.6% of Trips, 1.2% of Federal Funding

(editor's note - Local coverage tomorrow. - DN)

With the nation still digesting the State of the Union address, the Alliance for Biking & Walking picked an auspicious day to release their biennial Benchmarking report on America's bike-ped behavior. The group's bottom-line conclusion: federal transportation funding continues to disproportionately shortchange travelers powered by their own two feet.

(Chart: Alliance for Biking & Walking)

The Alliance crunched numbers from all 50 states to determine how much of their federal transportation dollars are spent on improving bike-ped infrastructure, access, and safety.

Overall, the report found that biking and walking account for 9.6 percent of all U.S. trips (0.9 percent of that share from biking, 8.7 percent from walking) but just 1.2 percent of federal transport spending.

That gap was exacerbated in recent months by a cancellation of transportation funding that occurred when Congress failed to pass a new six-year federal bill in the fall. Many states trimmed disproportionately from their Transportation Enhancements funds, which come from Washington's highway program and account for about half of federal bike-ped spending.

But that doesn't mean states are entirely losing ground when it comes to bike-ped improvements. Since the Alliance's last report in 2007, the number of states setting goals to boost walking and biking has risen by 44 percent -- while the number of states working on decreasing bike-ped fatalities has increased by 78 percent.

The Alliance also singled out states doing particularly well -- and poorly -- at encouraging residents to walk and bike. Some of the highest-achieving states may come as a surprise (Alaska, home of the "bridge to nowhere," is tops for walking to work). Check out a few winners and losers after the jump, and download the Alliance's complete Benchmarking report right here.

Share of commuters who walk: Alaska at No.1, Alabama at No. 50

Share of commuters who bike: Oregon at No. 1, Alabama at No. 50

Bike-ped fatality rates: Vermont has the lowest, Florida the highest

Per-capita bike-ped funding: Virginia has the lowest, Alaska the highest

Posted by Elana Schor on January 28, 2010 (2:09 pm)

Link: http://la.streetsblog.org/2010/01/28/a-bike-ped-state-of-the-union-9-6-of-trips-1-2-of-federal-funding/

P235

Kathleen Legere

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From: graysmith@gsoexpert.com
Sent: Thursday, February 04, 2010 1:24 PM
To: Scudder Falls Bridge
Subject: graysmith@gsoexpert.com sent you a link from GOOD

graysmith@gsoexpert.com wanted you to see this piece from GOOD:

http://www.good.is/post/better-bikeways-turning-a-city-street-into-a-bike-corridor

graysmith@gsoexpert.com added:

Check out this GOOD piece on Better Bikeways: Turning a City Street Into a Bike Corridor

8

Better Bikeways: Turning a City Street Into a Bike Corridor

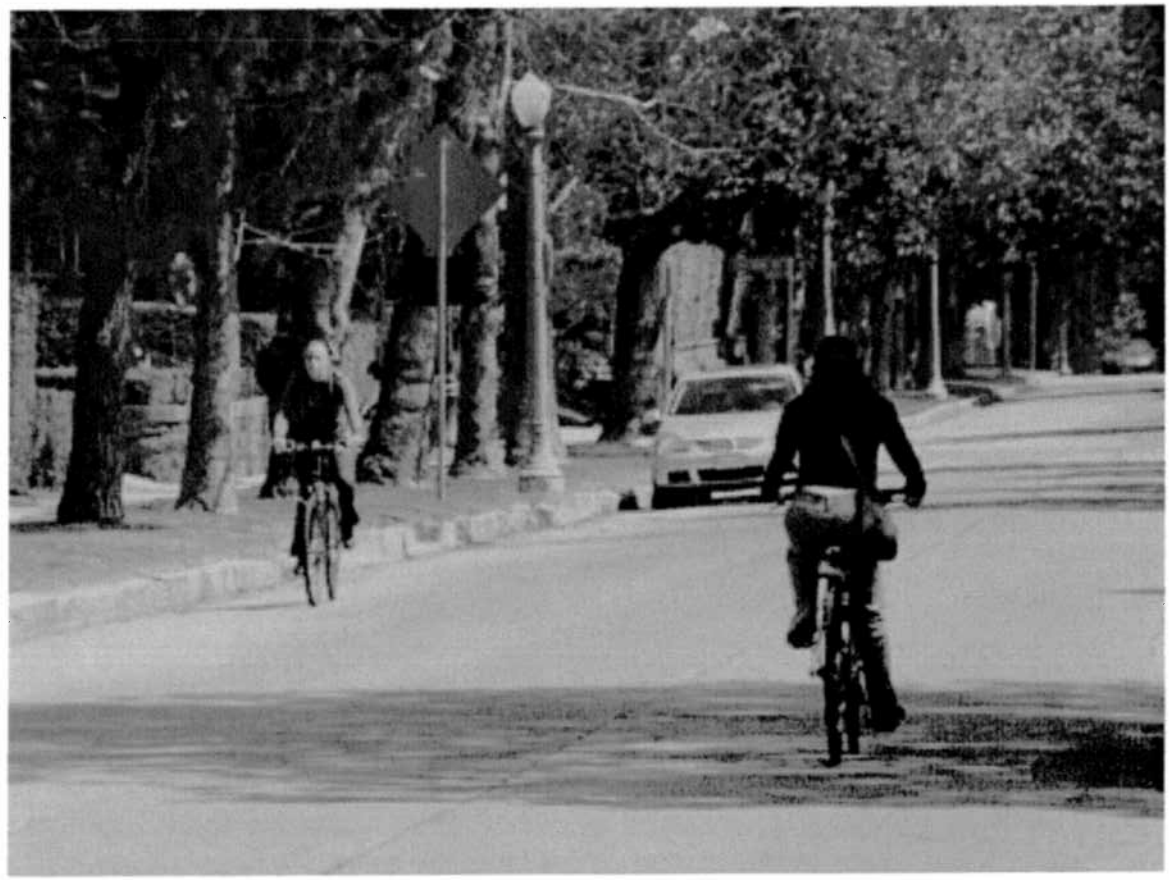
Mark it good

GOOD Blog > Joseph Prichard on February 2, 2010 at 5:30 am PST

A Los Angeles dream of turning 4th Street into a bike-friendly thoroughfare.

This is the second entry in our miniseries "Better Bikeways." Read the first entry here.

When I began exploring how bike route signage could be redesigned to increase its effectiveness for Los Angeles, I quickly discovered that a test case was in order. An existing route would need to be chosen so that I could assess the conditions and challenges that improved signage would have to contend with. One route sprung immediately to mind: 4th Street.



Fourth Street boasts many features that make it ideal for biking. Traffic along the route is relatively light, it parallels major thoroughfares like Wilshire Boulevard and 6th Street, and

relatively light, it parallels major thoroughfares like Wilshire Boulevard and 6th Street, and

What do you think?

Mark it good
Write a comment

numerous public transportation hubs can be found just a few blocks distant. Fourth Street also passes through several commercial, business, and residential centers. Recognizing these advantages, Los Angeles's current Bike Master Plan designates 4th Street as a "bike friendly street." A recent count of bike traffic along 4th Street showed that on average more than 14 cyclists per hour are already making use of the route. With its wide roadway 4th Street has room to accommodate an even greater number of cyclists. In addition to these obvious advantages, 4th Street has always been a favorite route of mine to ride. Quiet and peaceful, it stands in stark opposition to the usual L.A. driving experience.

Everyone's Responses

In conducting the hands-on workshops that were a key part of my project's research phase, I asked local cyclists to consider 4th Street as a model and a test case as we discussed issues pertaining to bike route signage. My project, however, was hardly the first (or last) undertaking to take a close look at 4th Street's potential as a bike-friendly route.

colleen712 thinks this is GOOD

Ingrid Peterson thinks this is GOOD

Yuri Artibise thinks this is GOOD

villavaso thinks this is GOOD

A movement has been afoot for years to remake 4th Street as a "Bike Blvd," a bike-friendly street with various road improvements (such as traffic diverters, signage, or lane markings) that help bikes, cars, and pedestrians safely share the road. (To get an idea of how Bike Blvds work, take a look at this example from Portland, Oregon.) By posting temporary signs and road stencils along the route and organizing group rides, activists have in the past drawn attention to the potential of 4th Street as a biking resource. The efforts of the organizer Ingrid Peterson have led to city council member Tom LaBonge, whose district encompasses 4th Street, joining group rides along 4th Street in 2007 and 2008. If you're interested in learning more of the history of these efforts, Peterson maintains a website that is a clearinghouse of information for all things relating to the 4th Street Bicycle Blvd (or 4SBB) movement.

Jay Turetzky thinks this is GOOD

John Durkin thinks this is GOOD

John Durkin 2 days ago

Recently, bike activists have again tried to draw attention to 4th Street's potential. The Los Angeles County Bicycle Coalition and Cyclists Inciting Change Thru Live Exchange (CICLE) came together last summer to form a committee to explore options for making 4th Street more bike-friendly. The impetus for this push came from LACBC's Dorothy Le and CICLE's Joe Linton. The group has discussed design concepts like sidewalk extensions,

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traffic roundabouts, and new crosswalks which would make the street safer for cyclists while beautifying the area with additional greenspace. At present these ideas are still rough concepts but the committee plans to begin outreach efforts to involve local stakeholders and push the development process forward.

Zachary Slobig thinks this is GOOD.

As other similar proposals have met with resistance in the past, the committee hopes to involve neighborhood councils and businesses in the planning, educating them about the potential benefits of making 4th Street more bike-friendly. These benefits include quieter streets as well as a potential increase in traffic for local businesses. Writing recently in the *Los Angeles Business Journal* Richard Risemberg, makes the case that Bike Blvds make good economic sense as they can funnel large numbers of shoppers into commercial districts more efficiently then roads designed solely for cars. Risemberg points to studies in Toronto and San Francisco that show that only 30 percent of customers at local merchants were arriving to shop by car. And, as Risemberg goes on to remind us, you can park 12 bicycles in

Sirinya Tritipeskul thinks this is GOOD.

Carren Jao thinks this is GOOD

the space that it takes to accommodate just one car. The fiscal benefit of better bikeway planning extends to local government as well as they are cheaper to build and maintain then adding additional lane miles for cars.

Login or Sign up to discuss this article

If you are interested in helping in the 4th Street effort—or learning more about how to launch your own—Linton suggests several actions you can take. You can find out more about the committee's work and how you can get involved by visiting their campaign site. You can also write your councilperson (in L.A.'s case Councilman Tom LaBonge) and let him know that you support making 4th Street a true Bike Blvd.

Pushing for these kind of changes in the public infrastructure takes considerable time and determination. Only if enough yclists make their voices heard will change happen. Of course, not all cyclists are content to wait for government to take action. Perhaps the people best suited to start instituting improvements are cyclists themselves. In my next installment: the DIY and guerrilla projects that are helping to shape the future of bike planning.

Joseph Prichard is a Los Angeles-based designer, writer, and contrarian. His practice specializes in work for the nonprofit, arts, and public sectors.

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Kathleen Legere

From: corgwyn@verizon.net
Sent: Thursday, February 04, 2010 1:24 PM
To: Scudder Falls Bridge
Subject: RE: AutoReply

thanks for sending me an email on 2/4 for meetings in january. very up to date, you are!

Original Message:

From: Scudder Falls Bridge scudderfallsbridgeEA@HNTB.com
Date: Thu, 04 Feb 2010 10:55:41 -0600
To: corgwyn@verizon.net
Subject: AutoReply

Thank you for your comments on the project. The Federal Highway Administration will consider all public comments and the information in the Environmental Assessment to reach their decision on the project's environmental documents. A Public Hearing/Open House will be held over two days on Tuesday, January 19, 2010 at Villa Victoria Academy, 376 West Upper Ferry Road, Ewing, NJ 08628 and on Wednesday January 20, 2010 at the Sheraton Bucks County Hotel, 400 Oxford Valley Road, Langhorne, PA 19047.
On each evening, the Open House will begin at 5:00 pm and the Public Hearing will begin at 7:00 pm.
Please visit www.scudderfallsbridge.com<http://www.scudderfallsbridge.com/>
for additional information on these events.

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P237

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Kathleen Legere

From: Eileen Moran [eileenmo@comcast.net]
Sent: Thursday, February 04, 2010 1:25 PM
To: Scudder Falls Bridge
Subject: Walkway

Dear Kevin Skeels,

Please approve the proposed pedestrian/bicycle walkway for the planned new Scudder Falls bridge. The additional cost cannot be out of line with the total cost of the project. Also consider that that if the bridge is completed now without the walkway, the cost later of adding one would be substantially greater.

To reduce pollution, reduce our dependency on foreign oil, lighten auto traffic, and give us opportunities to exercise, please consider adding pedestrian/bicycle walkways to any planned roads/bridges.

Thank you,
Eileen Moran

Eileen G. Moran
1 West Indian Lane
Jeffersonville, PA 19403
610-631-1333; Cell: 610-733-0490

The important thing is not to stop questioning. -- Albert Einstein

P238

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Kathleen Legere

From: Bob & Jane Gulick [rgulick@verizon.net]
Sent: Thursday, February 04, 2010 1:29 PM
To: Scudder Falls Bridge
Subject: Fw: Pedestrian access

I think that it would extremely shortsighted to build the bridge, that probably will last 50-100years, and to deny pedestrian
access for all those years! Come on guys, spend the extra money now, don't be cheap.

P239

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Kathleen Legere

From: John St. Thomas [jstthomas@sandvine.com]
Sent: Thursday, February 04, 2010 1:31 PM
To: Scudder Falls Bridge
Subject: New Bridge

I am writing you to strongly request the bridge be built with walking and biking access.

Thank you.
John St.Thomas
Ivyland, PA
Bucks County

P240

197

Kathleen Legere

From: Kyle Wiswall [Kyle.Wiswall@tstc.org]
Sent: Thursday, February 04, 2010 1:34 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge EA comments
Attachments: scudder falls bridge EA comments 1 22 10.pdf

Please find comments from the Tri-State Transportation Campaign attached.

Thank You.

Kyle Wiswall, esq.
General Counsel
Tri-State Transportation Campaign
350 West 31st Street, Suite 802
New York, NY 10001
212.268.7474
212.268.7333 (fax)

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TRI-STATE TRANSPORTATION CAMPAIGN

Mobilizing the Region

VIA EMAIL

February 4, 2010

Kevin Skeels, PE
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067
scudderfallsbridgeEAcomments@hntb.com

Re: I-95/Scudder Falls Bridge Improvement Project Environmental Assessment, DRJTBC Contract C-393A, DRJTBC Capital Project No. CP0301A.

Dear Mr. Skeels,

Thank you for the opportunity to comment on the Environmental Assessment/Draft 4(f) Evaluation Document ("EA") for the I-95/Scudder Falls Bridge Improvement Project ("project"). The Tri-State Transportation Campaign ("Tri-State") is a regional policy watchdog organization working for a more environmentally sound and equitable transportation network in New Jersey, New York, and Connecticut.

In general, Tri-State acknowledges that there are several substandard design features on the bridge that require attention, as well as heavy peak hour congestion. With respect to these issues, there are aspects of the project that appear to be positive. These include the inclusion of dedicated lanes to accommodate future Route 1 Bus Rapid Transit, pedestrian and bicycle facilities, and cashless tolling. We support the inclusion of these features in the final design of the structure.

Currently, the EA does not guarantee pedestrian and bicycle access, address the impacts of tolling or fully develop an analysis of rejected alternatives or secondary impacts. Further, we are concerned that the project as contemplated will result in unintended negative impacts and fall short of the safety goals outlined in the project purpose and needs statement.

The project team should create a full Environmental Impact Statement ("EIS") to address several remaining issues and unanswered questions, as outlined below. Additionally, we call on the lead agencies to confirm the inclusion of bicycle and pedestrian access in the final bridge design.

1. The EA does not fully address secondary impacts or adequately support the selection of the preferred alternative.

A

We are troubled by the long term effect of building a bridge more than twice the size of the current structure. According to the traffic data provided in the EA, while traffic Level of Service (LOS) improves on the bridge itself, conditions the east and west of the project area will worsen as a direct result of the expanded bridge capacity.[1] In solving one problem, the bridge reconstruction is creating another. Increased congestion will create pressure to widening the 1-95 mainline, continuing the cycle of until the new bridge is filled with traffic. The expansion would drive ever worsening sprawl in sensitive Bucks county.

It is settled that adding road capacity doesn't solve congestion, it merely kicks it down the road by attracting more vehicles in the long term. The EA provides a succinct summary of the pattern:

> Since its initial construction, the I-95 corridor has experienced substantial growth over the years, with residential and commercial development spurred on by interstate highway access. Development pressures in the I-95 corridor have continued in recent years, due to access provided by I-95 and several regional transit lines that service Philadelphia and New York City and Newark. This transportation access has enhanced the attractiveness of the area for commuters, since the project area is within commuting distance of major metropolitan areas in Center City Philadelphia, within 20 miles, and New York-Newark, within 50 miles.[2]

Despite this, the EA concludes that no secondary impacts will result in the project area - a corridor so narrow as to render that conclusion meaningless. The EA speaks of an undefined "area" surrounding the project area, and dismisses the possibility of secondary impacts because of zoning and other restrictions.

As noted above, the traffic data cited in the EA clearly shows higher traffic volumes in the build scenario than in the no build. Couple this with the description of fast developing sprawl development, and it is far from clear that the expanded capacity will not drive more damaging development. The self-defeating capacity expansion calls into question the hefty price tag of $300 million. A smaller design that creates less pressure on adjacent roadways and surrounding land use may be a more prudent course of action given the current tight budgets for the agencies involved. The residents of the area and users of the roadway deserve better analysis through the preparation of a full EIS, rather than unsupported and conclusory statements when contemplating a project of this size and scope. The EIS should include a comprehensive cost/benefit analysis taking all features and impacts of the proposed structure into account.

We do not believe that a convincing case was made against the contra-flow lane alternative. Given the directionality of the peak period traffic (see EA p.10), the contra-flow lane should be studied further. Reasons for eliminating the alternative included the additional life-cycle cost of $12 million, safety

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[1] EA, Tables IV-1 and IV-2, p.89.

[2] EA, p.183.

concerns in the transitional areas and lack of efficiency. There is no elaboration on the inefficiency of the contra-flow lane, nor a description of safety concerns. The contra-flow lane alternative will benefit from in depth study as part of a full EIS.

2. The final design must include shore-to-shore pedestrian and bicycle access.

B

The final design for any replacement or refurbished Scudder Falls Bridge must include pedestrian and bicycle access. Popular multi-use trails exist on both sides of the river and the bridge is in the center of a 12 mile stretch without a cross-river connection for pedestrians and bicycles. The connection provided on the Scudder Falls Bridge would benefit businesses on either side, provide greater recreational activities, and offer a sorely needed transportation alternative to driving over the bridge. Facilitating a greater mode share for bicycles and pedestrians will help meet the project goal of congestion relief on the bridge and offer the additional external benefits such as lower emissions, less noise pollution and lower health care costs.

The inclusion of pedestrian and bicycle access is supported by state and federal policy. The EA makes clear that several funding options remain on the table, however, 23 U.S.C. §217 mandates the inclusion of pedestrian and bicycle access in any bridge projects using federal funds where access can be safely provided at a "reasonable cost."[3] Similarly, NJ's recently adopted Complete Streets policy requires provisions for all users, including pedestrians and cyclists, be included in the "planning, design, construction, maintenance and operation of new and retrofit transportation facilities."[4]

The projected cost of attached to the inclusion of pedestrian and bicycle facilities is $18 million, or 6% of total project costs. Guidance at both the federal and state level contemplates "reasonable costs" being those under 20% of the total project costs.[5] The cost associated with pedestrian and bicycle facilities on the Scudder Falls Bridge is well within bounds contemplated in state and federal policy. The benefits for the community and positive impact on project goals far outweigh projected costs.

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[3] 23 U.S.C. §217(e).

[4] NJ Department of Transportation Policy number 703, available at http://www.440study.com/PDF%20Documents/Complete%20Streets%20Adopted.pdf.

[5] *See* "Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach. A US DOT Policy Statement Integrating Bicycling and Walking into Transportation Infrastructure." at http://www.fhwa.dot.gov/environment/bikeped/design.htm. Defining "excessively disproportionate" cost as "the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project." *See also*, NJ Complete Streets Policy, available at http://www.440study.com/PDF%20Documents/Complete%20Streets%20Adopted.pdf. (Exempts projects where the "cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total project cost.")

Large infrastructure projects such as this do not occur often and the new structure is designed to last for generations. This is truly a once in a lifetime opportunity to provide pedestrian and bicycle accommodations, and the opportunity should not be squandered..

C

3. More study is required to quantify the effect of tolling.

This past month, the DRJTBC announced that the new bridge would be a tolled facility. Tri-State supports road pricing and tolling for funding reasons as well as a measure to help reduce VMT, especially cashless tolling, which avoids potential congestion effects of traditional collection methods. We applaud the DRJTBC for the inclusion of these cashless tolls in the final design.

However, the EA's traffic analysis is silent on the effects, positive or negative, of adding tolling to the currently untolled bridge. An informed decision on the project cannot be made until the impacts of the toll are studied. A full EIS that includes a tolling impact analysis should be prepared for the project.

4. The size of the planned expansion may create new safety issues in the name of solving old safety issues.

D

The preferred alternative creates a nine lane bridge between the six travel lanes and three auxiliary lanes. The lanes are justified in the EA by the proximity of the interchanges on either side of the bridge. However, the configuration of the two auxiliary lanes on the northbound side appears to create a dangerous weaving condition that did not previously exist. Through vehicles entering the roadway from the Taylorsville Road interchange will be forced to cross two lanes of traffic to access the travel lanes before auxiliary lanes end. Similarly, vehicles traveling on I-95 from south of the project area will now have to cross two lanes of traffic to exit at Route 29 in N.J. – assuming the vehicle is already in the rightmost travel lane of three. Data in the EA shows that a large portion of the trips over the bridge are regional trips, meaning that drivers are using one of the two interchanges at the ends of the bridge and will have to negotiate the newly created weaving section.[6] In addition, the EA notes that 58% of crashes in the project are occur at these interchanges, 78% of accidents DRJTBC-jurisdiction-wide similarly occur at intersections.[7]

While acknowledging that the substandard acceleration lanes at the intersections present a legitimate safety hazard, the solution must not simply exchange one hazard for another. We urge further study in a full EIS of the traffic flows and accident projections given the creation of large weaving sections within the project area.

Conclusion

In conclusion, Tri-State has many concerns about the Scudder Bridge project. **We urge the lead agencies to prepare a full EIS that includes: 1) full analysis of alternatives, including the contra-**

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[6] EA, p.11.

[7] EA, p.15.

flow lane, and secondary impacts caused by the capacity expansion; 2) operational and safety impacts of a new weaving section created by the auxiliary lanes; 3) the impact of tolling; and 4) supports the BRT lane and pedestrian and bicycle access.

Thank you for the opportunity to comment. Please do not hesitate to contact me with any questions.

Truly,

Kyle Wiswall
Staff Attorney

Tri-State Transportation Campaign
350 West 31st Street, Suite 802
New York, NY 10001
212.268.7474

P241

Kathleen Legere 198

From: Michael Leff [mleff@Pennhort.org]
Sent: Thursday, February 04, 2010 1:43 PM
To: Scudder Falls Bridge
Subject: Bridge must have a bike & ped lane!

I just heard about this plan to expand the bridge without incorporating a bike and pedestrian lane. I find that appalling. It really is unconscionable to omit that sort of "sustainable" traffic in this day and age. I hope you will reconsider and find a way to embrace these greener modes of travel.

Sincerely,

Michael Leff
TreeVitalize Program Manager
PHS
100 N. 20th St, 5th floor
Philadelphia, PA 19103
215-988-8795 (phone)
215-988-8810 (fax)

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P242

1979

Kathleen Legere

From: Jan Albaum [janalbaum@yahoo.com]
Sent: Thursday, February 04, 2010 1:46 PM
To: Scudder Falls Bridge
Subject: Important to accomodate walkers and bike riders

Hello,
My husband and I are frequent users of the paths along either side of the Deleware. They are a wonderful amenity and I urge you to take advantage of this opportunity and accomodate walkers and riders as you make changes to the bridge.
Thank you
Jan Albaum

Jan Albaum
138 West Highland Ave.
Philadelphia, PA 19118
215-248-4491
janalbaum@yahoo.com

P243

200

Kathleen Legere

From: Gray Smith AIA AICP [graysmith@gsoexpert.com]
Sent: Thursday, February 04, 2010 1:50 PM
To: Scudder Falls Bridge
Subject: WHAT? No bikes; no pedestrians?

Where have you guys been for the last 20 years? You design a $300 million bridge and you "can't afford" bike lanes or pedestrian walkways! Please! Change it. Or you should be fired for such antediluvian thinking. Your federal funding should be cancelled for your failure to understand national policy.

Gray Smith AIA AICP
==========
Gray Smith's Office
Architecture & Community Development
Expert Analysis & Testimony
1219 Locust Street
Philadelphia, PA 19107
215-546-4985
215-546-4960 FAX
www.gsoexpert.com

P244

201

Kathleen Legere

From: Linda and Todd HAGEN [shetlandcourt@msn.com]
Sent: Thursday, February 04, 2010 1:53 PM
To: Scudder Falls Bridge
Subject: Resident Feedback

Sir/Madam,

We live at 1200 Shetland Court. We are located across the street from the houses that back up to 95 North. Our feedback on this project is concerning the noise level. By viewing the map on the website, it appears that the sound wall does extend up to the farm that is between our development and Route 332. Ensuring that the noise wall will extend to this point is important to us. Even with the current level of traffic, the noise level is already high at times.

Thank you,
The Hagens

p245

202

Kathleen Legere

From: Becker, William [wbecker@beckerfrondorf.com]
Sent: Thursday, February 04, 2010 1:54 PM
To: Scudder Falls Bridge
Subject: pedestrian and bike lanes

The bridge should include pedestrian and bike lanes.

William P. Becker, Principal
BECKER & FRONDORF
1500 Walnut Street, Suite 1910
Philadelphia, PA 19102
(215) 772-1400, ext. 102
www.beckerfrondorf.com

P246

203

Kathleen Legere

From: Sarah M Thorp [sarahmthorp@verizon.net]
Sent: Thursday, February 04, 2010 2:09 PM
To: Scudder Falls Bridge
Subject: Comment on EA

To whom it may concern:
I'm shocked that the proposed new Scudder Falls Bridge does not definitively include accomodations for bicycle/pedestrian lanes. I am a city planner and it is incomprehensible to me that in the 21st century transportation projects such as this one could go forward without consideration for the network of bicycle trails that exist in this area. Please ensure that accomodations are made for bicycles and pedestrians in your plan.
Thank you for considering my comments.
Sincerely,
Sarah Thorp
1138 Shackamaxon Street
Philadelphia, PA 19125
sarahmthorp@verizon.net

P247

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Kathleen Legere

From: Alfred Little [aclittle470@hotmail.com]
Sent: Thursday, February 04, 2010 2:11 PM
To: Scudder Falls Bridge
Subject: Pedestrian/Bike lane

Sirs;

It certainly seems dumb to build a bridge without pedestrian or bicycle provisions in this day and age. There are growing residential communities on either side of the Delaware in the Scudders Falls area. Surely you must know that a lot of the traffic on the present bridge is local, and that much traffic on the proposed bridge will be local.

Have you considered a separate, small bridge for pedestrian and bicycle traffic?

I am an old man who bicycles for the fun of it, and I have observed that we bikers are a scurrilous lot. I am sure we will find a way to ride over the new bridge, however you build it. The bike trails on either side of the river are very attractive to us recreational biikers.

Alfred Little
Wayne, PA

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P248

305

Kathleen Legere

From: Paul M. Schmidt [pmschmidt@zarwin.com]
Sent: Thursday, February 04, 2010 2:46 PM
To: Scudder Falls Bridge
Subject: Comment on Scudder Falls Bridge walkway/bikeway

I am writing to strongly object to the proposal to build a new Scudder Falls Bridge without including room for pedestrians and cyclists. This is an extremely misguided proposal. Not one dime should be spent on the bridge unless it will provide for cyclists and pedestrians when it is put into operation. There is a present need for these uses on the bridge, and this need will grow with time. To ignore these present and future uses is both irresponsible and short-sighted.

Paul M. Schmidt Esq.

ZARWIN • BAUM • DEVITO
KAPLAN • SCHAER • TODDY • P.C.
ATTORNEYS AT LAW

1818 Market Street | 13th Floor | Philadelphia, PA 19103-3638
Phone: 215.569.2800 x1161 | Fax: 215.569.1606
Cell: 215.802-4373 | Email: pmschmidt@zarwin.com

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P249

Kathleen Legere 206

From: abcgraham@comcast.net
Sent: Thursday, February 04, 2010 2:49 PM
To: Scudder Falls Bridge
Subject: Provide pedestrian walkways!!

TO: Kevin Skeels, Senior program area manager, DRJTBC

It is unconscionable that, in 2010, your group would design a river bridge that is the ONLY crossing of the Delaware River for a distance of 12 miles in either direction, without providing for pedestrians or bikers to cross safely!

The solution seems pretty simple: instead of providing nine 12-foot general traffic lanes, design four in each direction, and make the extra 12 feet into a pedestrian/bike lane at one side of the bridge, connecting to the paths that exist on each side of the river. Since the highway has only three lanes in each direction approaching the bridge, you are already expanding usage by one lane (causing unsafe maneuvering to access the extra bridge lane)in each direction; five lanes one way is superfluous over that short distance.

I used to do transportation planning with DVRPC as a member of the TAC, and always found the DRPA members to be thoughtful and accomodating planners. This design of yours is VERY BAD, and should be amended to encourage use by non-polluting traffic.

Alison B. Graham
abcgraham@comcast.net

P250

Kathleen Legere

208

From: G Patrick [windrush@ymail.com]
Sent: Thursday, February 04, 2010 3:22 PM
To: Scudder Falls Bridge
Subject: Please allow pedestrian and bicycle traffic on the Scudder Falls Bridge!

Gentlemen,

I am writing to urge you to reconfigure the proposed lane and shoulder widths on the new Scudder Falls Bridge to allow Pedestrian and bicycle traffic to cross that bridge. I regularly drive over that bridge when traveling between Philadelphia to the Princeton area. As a motorist, I would welcome the inclusion of pedestrians and cyclists, knowing that would be the responsible thing to do.

The Delaware River Joint Toll Bridge Commission's own web site states that the agency is committed to enhancing public safety and commuter convenience while demonstrating responsible environmental stewardship. What could better foster that result than modifying the motor vehicle-only design to allow pedestrians and bicycles to have access to the trails and pathways on either side of the bridge?

The Commission's own "Public Involvement Principles and Goals" require Commission personnel to "Make a good-faith effort to . . . accommodate competing interests and points of view prior to execution of an applicable capital project." Given the manifest outpouring of public support for pedestrian and bicycle traffic on the bridge (including today's editorial in the Philadelphia Inquirer), it is difficult to imagine that the Commission could legitimately ignore this plea.

The only objection to including pedestrian and bicycle traffic on the bridge that I have read is that it would drive up the cost. Perhaps most of the public are telling you that it would rather have pedestrian and bicycle access than a dedicated bus lane. Are 12 foot shoulders on either side of the bridge an absolute necessity? I have every confidence that your staff has the expertise and skill to devise a solution based on a modification of currently planned usage rather than merely adding width and extra expense to accommodate what the public is asking for.

As today's Inquirer editorial pointed out, governmental entities everywhere seek to enhance recreational uses of public facilities. To ignore this trend and the responsible voices supporting it would surely be a rejection of the Commission's own announced principles of accommodation. I urge you to modify your existing plans to allow pedestrians and cyclists on the new Scudder Falls bridge.

Yours sincerely,
George Patrick
440 Colebrook Lane
Bryn Mawr PA 19010
Windrush@ymail.com

P 251

209

Kathleen Legere

From: steel fabricating [steelfabricating@verizon.net]
Sent: Thursday, February 04, 2010 3:20 PM
To: Scudder Falls Bridge
Subject: Comments about the bridge

Hello,

I would like to insist that the proposed Scudderfalls bridge be built with a pedestrian/bicycle walkway to allow people to cross the river without driving a car or in a bus. This countey needs more people to be walking and/or riding bicycles to get places and to stay healthy. We are a nation of overweight and unhealthy individuals.

Thank you,

Rich Pollini

P252

Kathleen Legere

211

From: Will Roberts [wir4@verizon.net]
Sent: Thursday, February 04, 2010 3:34 PM
To: Scudder Falls Bridge
Subject: new bridge

The new bridge at Scudders Falls should have a pedestrian/bicycle walkway. The benefits of this far outweigh any cost.

Wm. Roberts
Levittown, PA

P253

214

Kathleen Legere

From: D. Camp [dlcamp14@gmail.com]
Sent: Thursday, February 04, 2010 3:50 PM
To: Scudder Falls Bridge
Subject: Proposed Scudder Falls Bridge

4 February 2010
To the Delaware River Joint Toll Bridge Commission:

My husband and I want to add our voices to those urging you to revise plans for the new Scudder Falls Bridge to incorporate safe passage for pedestrians and bicyclists in both directions across the bridge.

Given the need for addressing climate change issues in any public policy these days, we think all planning for public facilities and infrastructure should incorporate "green" or "eco-friendly" design elements. In this case, it would be the encouragement of forms of transportation which are low-impact and energy-saving. While the effect on the world's environment of a single project such as the bridge is slight, the combined effect of our local, national, and international efforts in this direction are huge.

On a humbler level, including bike lanes and pedestrian walkways would be friendly to cyclists and walkers, whose impact would be minimal on the long-range maintenance costs of the bridge. Motorists who notice the cyclists and pedestrians may be encouraged to reduce their own automobile use a bit, adding to carbon-based fuel savings, the reduction of pollution, and their own improved health.

We hope that you are listening and will do the right thing -- make the new bridge people-friendly and green!

Sincerely,
Margaret and David Camp
Delaware County, PA

P254

Kathleen Legere

215

From: ROCCO GEORGE [rjgeorge68@verizon.net]
Sent: Thursday, February 04, 2010 3:52 PM
To: Scudder Falls Bridge
Subject: comments

Recent information made public suggests that the future Scudder Falls bridge will be a toll facility. Since this is a major change in the project a new study on the impact of traffic flow on the immediate area should be completed. As now planned, tolls would be assessed on west bound traffic. It is possible some of the increased westbound traffic accessing Pennsylvania may exit Interstate 95 at exit one and choose to head north or south on Rt 29 to avoid paying the toll. As a resident of the Scudder tract for the past 33 years, our family has witnessed numerous accidents, some fatal to our neighbors, at the intersection of Bernard Drive and Route 29. This is our only egress for our neighborhood and our concern is that increased traffic will turn a bad intersection into an intolerable one. We ask that the bridge commission consider the impact of these changes on our neighborhood and suggest remedies to assure the safety of our community. We would suggest placing the toll assessment on the east bound Pennsylvania side as any traffic leaving to avoid the toll will not be using an area already impacted by high traffic and local neighborhoods. Also, since there is federal funding for infrastructure improvement we would suggest applying for and waiting for additional funding so that the bridge may retain it's toll free status.

R. J. George

P255

Kathleen Legere

216

From: Katherine Reier [katherinereier@verizon.net]
Sent: Thursday, February 04, 2010 3:56 PM
To: Scudder Falls Bridge
Subject: Build a pedestrian/bicycle access . . .

on the new bridge. You are spending millions of dollars on a bridge and can't justify a little more? Pedestrians and bikers are saving YOUR planet, air, and water. More pedestrians and bikers means fewer motor vehicles to wear out the bridges. WHAT ARE YOU THINKING ! ! ! ? ? ? ! ! ! Build the pedestrian and biker access!!

Katherine Reier
h: 215-517-4160
c: 215-287-9939

1936 Guernsey Ave
Abington PA 19001

P256

217

Kathleen Legere

From: dbrownle@sas.upenn.edu
Sent: Thursday, February 04, 2010 4:04 PM
To: Scudder Falls Bridge
Cc: dbrownle@sas.upenn.edu; Joanne Aitken; George Claflen
Subject: DAG comments on Scudder Falls Bridge
Attachments: DAG re Scudder Falls Bridge.pdf

The attached letter comes from the Design Advocacy Group of Philadelphia.

Sincerely,
David Brownlee
Vice Chair, DAG

DESIGN ADVOCACY GROUP

of Philadelphia

4 February 2010

Delaware River Joint Toll Bridge Commission
2492 River Road
New Hope, PA 18938-9519

Via email to scudderfallsbridgeEAcomments@hntb.com

RE Scudders Falls Bridge

Dear Commissioners:

The Design Advocacy Group strongly opposes the design of the new Scudders Falls Bridge as now presented because of its failure to accommodate pedestrians and bicyclists.

The design shows a lane for bikes and walkers on the southbound side of bridge, but it is considered an option, to be reviewed only "when costs are refined and cost reasonableness can be determined."

In this era of heightened energy and environmental responsibility, and at this site in an area of a great natural beauty and recreational interest, provision for walkers and cyclists cannot be optional.

Sincerely,

/Joanne Aitken/ signed

Joanne Aitken, AIA
Chair, Design Advocacy Group
c/o KieranTimberlake Associates LLP
420 North 20th Street
Philadelphia, PA 19130

The Design Advocacy Group of Philadelphia is a volunteer organization whose more than 1000 members come from a broad spectrum of disciplines and share an interest in design, development, and planning. DAG's mission is to encourage public discussion about design and to advocate for design excellence.

P257

218

Kathleen Legere

From: billp8@verizon.net
Sent: Thursday, February 04, 2010 4:05 PM
To: Scudder Falls Bridge
Subject: bike and person walkway

I would hope that a bike and pedestrian walkway would be included in the new scudder falls bridge design.

P258

219

Kathleen Legere

From: Stephen [sjujlu@verizon.net]
Sent: Thursday, February 04, 2010 4:08 PM
To: Scudder Falls Bridge
Subject: comment

Nothing should be spent on the proposed new bridge unless the design provides a way for people to cross the bridge on foot or on two wheels.

Stephen Urban

Huntingdon Valley

P259

Kathleen Legere

220

From: jfdashe@aol.com
Sent: Thursday, February 04, 2010 4:09 PM
To: Scudder Falls Bridge
Subject: I-95/Scudder Falls Bridge Improvement Project

Dear Sir or Madam,

The proposed bicycle and pedestrian facility is essential to the I-95/Scudder Falls Bridge Improvement Project, and not only for recreation, but for active transportation.

My understanding is that the current plans call for nine lanes of motor vehicle traffic, up from the current four. It is absolutely incredible that five new lanes of polluting traffic are planned as if there are no financial restraints, but that even one lane for pedestrians and bicycles is in limbo because of concerns regarding cost. This is the kind of thinking that keeps our great country entirely dependent on automobiles and foreign oil, while it makes our enemies rich with petrodollars.

It's time to make pedestrian, bicycle, and mass transit equal partners with trucks and automobiles. I applaud the decision to add dedicated bus lanes to the project. Please do the same for pedestrians and bicyclists.

I am a concerned citizen, bicyclist, pedestrian and motorist originally from eastern Pennsylvania, where I visit frequently with family and friends.

Sincerely,

John Dashe
12 Worthington Street
Dedham, MA 02026

P260

221

Kathleen Legere

From: Trenton Cycling Revolution [trentoncyclingrevolution@gmail.com]
Sent: Thursday, February 04, 2010 4:16 PM
To: Scudder Falls Bridge
Subject: Comments on the Scudder Falls Bridge
Attachments: TCR Scudder Falls Bridge Comments.doc

Please find the attached letter and please let me know if there are any difficulties with the file.

Thank you,

Dan Fatton
Trenton Cycling Revolution

tcr
trenton cycling revolution

PO Box 1155
Trenton, NJ 08618
www.trentoncycling.org

Steering Committee

Kate Bernyk

Mary Helen Cervantes

Helen Dudar

Jaime Ewalt

Dan Fatton

Karen Jenkins

Trish Long

Bobbie Parmet

Matt Rawls

Karen Riedeburg

Jim Simon

John S. Watson, Jr.

Abdul Wiswall

Kevin Skeels
Delaware River Joint Toll Commission
110 Wood & Grove Streets,
Morrisville, PA 19067

February 2, 2010

Dear Mr. Skeels,

Our local cycling organization, Trenton Cycling Revolution, would like to express our overwhelming support for the inclusion of a bicycle and pedestrian pathway on the improved Scudder Falls Bridge.

A pathway to accommodate bicyclists and pedestrians would enhance the recreational and economic benefits of the overall project. Especially considering the projected 50 plus year lifespan of the bridge, the long-term benefits far outweigh the initial cost of constructing the path, as part of this project.

More than 100,000 people live within 5 miles of the Scudder Falls Bridge, attracting a diverse group of trail users including children, mothers pushing strollers, seniors out for a morning walk, casual tourists, joggers and avid bicyclists. Over 1,400 people have signed a petition expressing support for a pathway on this bridge, which was delivered to the Commission in 2009.

Many local cyclists utilize the canal towpath for leisure, but some of our constituents also use this route to commute to work. An additional path across the river at the Scudder Falls Bridge would certainly enhance tourism, but it would also facilitate additional commuting. This is particularly important for those biking to the passenger rail stations in Yardley Borough and Ewing Township. Residents of our region would greatly benefit from an additional walking and bicycling route across the Delaware River for commuting.

As you make your final decision on this issue, we sincerely hope you will consider the needs of all users, not just those traveling in cars. Thank you for your consideration.

Kind Regards,

Dan Fatton
Chair
Trenton Cycling Revolution

P261

222

Kathleen Legere

From: chucknthen@aol.com
Sent: Thursday, February 04, 2010 4:25 PM
To: Scudder Falls Bridge
Subject: Comments on new bridge

As a resident of the Delaware Valley for 70 years and one who has bicycled in the area for most of my life I am appalled to hear that you are considering building a new bridge at Scudder's Falls without including a safe bicycle/hiker lane to connect the two canal towpaths along the river. These towpaths are two of the jems of this area for bicyclists and also hikers. To miss such an opportunity at this time would be a tragedy. Difficult to understand how any government or government agency would approve a new bridge without such an ecologically sound connection.

Herb Heffner
Langhorne, PA

P262

Kathleen Legere

223

From: john starzmann [starzmann@msn.com]
Sent: Thursday, February 04, 2010 4:32 PM
To: Scudder Falls Bridge
Subject: Scudderfalls Bridge

The scudder falls bridge should NOT be built until a design is developed and implemented to include a way for people to cross the river on foot and on bicycles. The people/bicycle provision needs to be in the design requirements or the design taken away from the Delaware River Joint Toll Bridge Commission.

P263

Kathleen Legere

024

From: McGeary [tide70@comcast.net]
Sent: Thursday, February 04, 2010 4:34 PM
To: Scudder Falls Bridge
Subject: Comments on Scudders Fall Bridge

I strongly urge that pedestrian and bicycle access be provided with the proposed new Scudder Falls bridge. It would be a terrible, irrevocable mistake not to include a pedestrian walkway in the design of the bridge.

Richard A. McGeary
117 Kimberly Way
Hatfield, PA 19440

P264

Kathleen Legere

226

From: Alan Gaudio [agaudio@unzco.com]
Sent: Thursday, February 04, 2010 4:57 PM
To: Scudder Falls Bridge
Subject: Comment on new bridge

It would be monumentally stupid on the part of commissioners to construct the new Scudder Falls bridge without the inclusion of pedestrian/cycle access. The plan cals for nine lanes of traffic (overkill) yet the commission suggests that the pedestrian access is too costly to include (ridiculous). So, we have clearly overengineered one aspect at the expense of underengineering another. Ladies and gentlemen screw your heads on straight, Plan for pedestrian access across the Delaware.

Alan Gaudio
Doylestown, PA
agaudio@unzco.com

P265

Kathleen Legere

227

From: Dalton, Frances [Daltonf@whiteandwilliams.com]
Sent: Thursday, February 04, 2010 5:03 PM
To: Scudder Falls Bridge
Subject: Pedestrian and Bicycle Access over Bridge

I am writing in support of construction of a pedestrian and bicycle path over the Scudder Falls Bridge. In looking to the future, walking and bicycle-riding will become more prevalent for regular transportation as well as for recreation. We should be moving away from the car culture wherever we can- for environmental as well as health reasons- and pedestrian and bicycle paths over rivers is an important part of this. In Philadelphia, the South Street Bridge will have such access. The Scudders Falls Bridge should have it as well. Frances Dalton

Frances E. Dalton, Esquire
White and Williams LLP
1650 Market Street
One Liberty Place, Suite 1800
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P266

228

Kathleen Legere

From: nick whalen [njwhale@verizon.net]
Sent: Thursday, February 04, 2010 5:19 PM
To: Scudder Falls Bridge
Subject: Bike Path

To whom it may concern,

To not include a bike/foot path at this location is completely shortsighted especially when fuel costs are only one war or other major malfunction away. The costs spread out over the bridges lifespan are small compared to the benefits.

thank you
Nick Whalen

P267

229

Kathleen Legere

From: Adam Krom [adam.krom@gmail.com]
Sent: Thursday, February 04, 2010 5:37 PM
To: Scudder Falls Bridge
Subject: Creating a Multi-modal, cost effective bridge

I am writing to provide comments on the proposed replacement Scudder Falls Bridge on I-95 over the Delaware River. I am a professional transportation planner with experience in the study area, having prepared a wayfinding plan for the immediate vicinity of the proposed bridge.

All signs point towards the need for multi-modal transportation infrastructure in our region. This bridge would be an essential pedestrian and bicycle crossing of the Delaware River, with no viable alternative bridge available for several miles in either direction. Providing a multi-modal bridge is in keeping with the "Complete Streets" policy of New Jersey which reflects a national trend and emerging federal policy to provide access for all transportation modes. It would also be in keeping with Pennsylvania Department of Transportation "Smart Transportation" policy which emphasizes cost effective means for multi-modal transportation that supports our land use goals of vital local communities as opposed to continued outward land development.

The proposed bridge is on the Delaware and Lehigh National Heritage Corridor, as well as the Delaware and Raritan Canal State Park. The bridge would be an essential pedestrian and bicycle connection between these two trail systems.

Reports in the media suggest that the pedestrian and bicycle facility is in jeopardy for reasons of cost control. However, a review of the preferred design as published in the EIS reveals that relatively simple modifications might be possible to reduce the bridge cost and reduce its impact. Particularly, an alternative configuration for the interchange at the south end of the bridge (Taylorsville Road) could obviate the need for a duplicate on-ramp to the northbound I-95, thus deleting an entire travel lane from the bridge structure. A simple set of roundabouts on Taylorsville Road would allow universal access to a single set of ramps to the bridge, as is common throughout the highway system.

As has been widely reported, the current bridge is only approximately 60 feet wide, wherease the proposed bridge is approximately 180 feet wide. Given the tremendous increase in size, there is surely a way to rationalize the transportation function in favor of "complete streets" policy. Furthermore, the widening is predicated on forecasts of increased traffic volumes, which could be affected by the proposed tolling of the bridge (which would tend to reduce travel volumes) and the continued rise in fuel prices wjocj os $2.80 per gallon of unleaded at the time of this writing, which would also tend to depress travel volumes. Also, it should be noted that the policy of the region is to work for infill Transit Oriented Development as opposed to continued outward land consumption, which will also tend to mitigate against future highway traffic increases.

It should also be worth noting that the bridge is named after the falls on the river, however the proposed design makes it virtually impossible for the bulk of the traffic to appreciate the scenic qualities of the selected site. This would seem to be a consideration worth more study in the environmental analysis. Realizing the inherent conflict between traffic safety and scenery, it is nevertheless imperative that the bridge be sensitive to the surrounding context and strike the correct balance of interests.

In general, given the highly sensitive nature of the site (with two state parks) and the scenic quality of the area (as a nationally-designated corridor) I would encourage the project sponsors to reduce the impacts and footprint

of the structure, increase its overall transportation utility through inclusion of all travel modes, and create a more distinctive design worthy of its context.

Regards,

Adam Krom, AICP
351 S. 47th Street
Philadelphia, PA 19143
(215) 471-6878

P268

230

Kathleen Legere

From: Pollini Richard [flamenco4@yahoo.com]
Sent: Thursday, February 04, 2010 5:45 PM
To: Scudder Falls Bridge
Subject: The bridge over Scudder Falls

Hello,

I would like my opinion to be on record as to requesting that there be a pedestrian/bicycle walkway on the proposed Scudder Falls bridge. We need to make available the means for people to cross the river without motor vehicles.

Thank you,

Richard Pollini,
215-675-1898

P269

231

Kathleen Legere

From: George Claflen [gclaflen@claflenassociates.com]
Sent: Thursday, February 04, 2010 5:46 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge

TO HNTB for Delaware River Joint Toll Bridge Commission

I am a regular but not frequent user of the Scudder Falls bridge over the Delaware River.

The conduct of your agency is inappropriate and unprofessional. If there is Federal USDOT money in this, maybe the grant should be withdrawn until your agency can demonstrate that it is capable of designing an appropriate bridge and managing the public comment process.

I am a member of the Design Advocacy Group (DAG) one of the leading organizations in commenting on design, planning, and infrastructure development in the region. Our first awareness of the issue was in a newspaper article published this week, despite our regular involvement with the clearinghouse transportation agency for the region -- DVRPC.

A It is also defies common sense and sound engineering practice to tell the public that a replacement bridge project that envisions replacing a four lane bridge (on which I have never observed a traffic jam, although I do not cross at peak hours) with a nine lane replacement "cannot afford" to consider incorporating a sidewalk and a bike lane. Any licensed professional (and I would include engineers, planners, and lawyers) who made such a statement could be questioned as to their competence or veracity.

In Philadelphia we just went through a highly successful replanning of the South Street Bridge and I would be pleased to put you in touch with the people who worked on this process that has led to increased safety as well as bicycle and pedestrian usage at no change whatsoever in bridge deck width or basic cost.

Please note that bridges are part of the public infrastructure and as such are very expensive and will last a long time. During the service life of the new bridge it may be called upon to function during emergencies, evacuations, floods or other events that we cannot necessarily predict now. As such it is important that it have the capability of supporting vehicular, pedestrian, and bicycle movement. I also understand that this is the only bridge for some distance along the river and this would be the only way to link the recreational trails that exist or might be developed on both sides of the river.

B A further comment concerns lighting. The present bridge has a unique lighting system that is highly directional and is designed to avoid excessive lighting "spill" into the surrounding beautiful river environment. The present system has hot spots and a great variation in lighting levels. I applaud the attempt to reduce lighting spill and request that you design the lighting for the new bridge to qualify as "dark sky" lighting while also providing more even illumination of the surfaces.

Which brings me to the larger question of design standards and quality assurance.

C I do not believe that your public participation plan would never meet any benchmarked standard. Is there in fact a standard that you are following. Similarly are there planning standards that the bridge must meet? Considering the stated environmental goals of the states of New Jersey and Pennsylvania, and the Federal government, I believe that your current plan is deficient and that the bridge should be redesigned. HNTB is a fine firm and I have no doubt that it is professionally capable of producing a fine design for this project, but the current status leads me to believe that the DRJTBC is not a competent client.

Please log my email into your participation system, and keep me informed of all further progress on this important project. I am copying this to the Design Advocacy Group (DAG) and to the cognizant officials at the US Dept of Transportation.

Sincerely yours,

George L. Claflen, Jr. FAIA, LEED AP
Claflen Associates
Architects + Planners
1619 Walnut Street Suite 510
Philadelphia, PA 19103-5402
215.564.0878
Fax 215.564.9917
gclaflen@claflenassociates.com

P 270

232

Kathleen Legere

From: Roger [rsfeldusa@aol.com]
Sent: Thursday, February 04, 2010 6:02 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge

Hello;

I believe it is a must that designated lanes/space for pedestrian & bicycle traffic be allotted on the new proposed Scudder Falls Bridge.
Infact, to not have it is a big step backwards as we face decreased energy sources. The space that is designated for same on the New Hope-Lambertville Bridge is woefully narrow. My hazy memory on this one detail tells me that the walkway is just on the southside of that bridge. Ever walk on it with bike traffic?

Thanks,

Roger H. Sternfeld
Wyndmoor, PA

P271

233

Kathleen Legere

From: Carol McHale [mchalec@verizon.net]
Sent: Thursday, February 04, 2010 6:34 PM
To: Scudder Falls Bridge
Subject: comment

Hi Kevin!

When I saw that it was you taking comments for the new Scudder Falls bridge, I was prompted to send an email. I think that it would be a mistake to include bicycle and pedestrian lanes on the new bridge. If there are nine lanes, there is a greater potential for speeding vehicles and accidents, and unprotected bicyclists and pedestrians would be more likely to be injured or killed. My greater concern is this: where would these bicyclists and pedestrians be riding/walking prior to and after being on the bridge? Would they be on I-95? I strongly feel that they should not be mixing with vehicular traffic, just as I don't think they should do so on the narrow, winding roads of my Langhorne hometown. The differing speeds and sizes of cars, bicycles, walkers, and runners make for oftentimes treacherous experiences.

Feel free to contact me if you have further questions.

Thank you,
Carol McHale
188 Flint Road
Langhorne, PA 19047
215-702-0606

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234

Kathleen Legere

From: Rherc@aol.com
Sent: Thursday, February 04, 2010 8:48 PM
To: Scudder Falls Bridge
Subject: Bicycle and Walk lane for Scudder Falls Bridge

Please look at the long term benefits by supporting the additional funds for the bicycle and walkway.

Thank You,
Richard Hercus

P273

235

Kathleen Legere

From: mark [mbkahn@comcast.net]
Sent: Thursday, February 04, 2010 9:03 PM
To: Scudder Falls Bridge
Subject: Scudder Falls

To build this bridge without accommodations for pedestrian/biking is a staggering, shortsighted, and foolish approach, rooted in 1950's car centered thinking. The world has changed, and for environmental and even national security reasons (decreasing dependancy on fossil fuels), not to provide for people to self propel accross the river is inexcusable, and will be regretted for years to come.

Sent from my iPhone

P274

Kathleen Legere

236

From: terence.mayo [terence.mayo@verizon.net]
Sent: Thursday, February 04, 2010 9:23 PM
To: Scudder Falls Bridge
Subject: comments

I believe it is well worth the money to put a lane for bikes and pedestrians. The nearby canals are major bike pathways it would be foolish and unwise to spend money on a structure that would only carry motorized transportation. Poor planing like this has taken place too much in the past don't let it continue.

Terence Mayo
Bordentown NJ

P275

237

Kathleen Legere

From: IAN HEMPHILL [hemphillian@msn.com]
Sent: Thursday, February 04, 2010 10:26 PM
To: Scudder Falls Bridge
Subject: Proposed Scudderfalls bridge

Dear Mr. Skeels:

I would like to comment on the proposed replacement bridge at the Scudder Falls location.

To dedicate eleven lanes of motor traffic in addition to two twelve foot shoulders without any foot or bicycle capacity would be a real failure of vision. I am fortunate enough to live near the Benjamin Franklin Bridge. Although completed in 1926, it stands as a model for 21st Century bridge design. It is tri-modal: cars/trucks/rail/bicycle and foot. To exclude pedestrians and bicyclists from the Scudder Falls crossing would be very short-sighted, and ignores the potential local economic development that could result from linking the New Jersey and Pennsylvania trail networks at Scudder Falls. In contrast, a bridge that re-establishes cross-Delaware foot traffic would be rightfully held up as a best practice, and would bring the your bridge Commission very good publicity. I am not suggesting a rail line be added, but certainly having a provision for a rapid transit track in each direction outboard of the traffic lanes would be very much in step with future transportation modes. As you plan for the future of cross-Delaware traffic, can you really ignore rail?

I would urge you to be forward-thinking and envision a broader mission for this new bridge. Focusing narrowly on accommodating only those internal combustion vehicles which can be assessed tolls will lead inevitably to just another mediocre bridge. Your legacy can be greater.

Sincerely,

Ian L. Hemphill, Esq.
2216 Brandywine Street
Philadelphia, PA 19130

P276

238

Kathleen Legere

From: Ann Scott [ruscott@comcast.net]
Sent: Thursday, February 04, 2010 10:50 PM
To: Scudder Falls Bridge
Subject: Bridge

To replace the existing bridge with a huge new one that nevertheless has no bicycle or pedestrian access is ecologically wrong and economically shortsighted. My husband and I urge reconsideration of the project.

Ann R Scott
Russell T Scott

P277

239

Kathleen Legere

From: Giffen [giffen5@verizon.net]
Sent: Thursday, February 04, 2010 11:03 PM
To: Scudder Falls Bridge
Subject: Support for Pedestrian and Bicycle Access

A We are writing to express our support for pedestrian and bicycle access to any new bridge built to replace the current Scudder Falls Bridge or any renovation of the current bridge. We also believe the scale of the currently proposed 9 lane bridge (plus shoulders) is much larger than needed considering the number of lanes on I95 on either side of the river and the expense.

B We also support using tolls to pay for and building expansion.

Thank you for your consideration.

David and Susan Giffen
5252 Mountain Top Rd
New Hope, PA 18938

I am using the Free version of SPAMfighter.
We are a community of 6 million users fighting spam.
SPAMfighter has removed 822 of my spam emails to date.
The Professional version does not have this message.

P270

240

Kathleen Legere

From: Michael Klusek [michaelklusek@verizon.net]
Sent: Thursday, February 04, 2010 11:10 PM
To: Scudder Falls Bridge
Subject: Scudders Falls Bridge

Sir:

It behooves the Bridge Commission to reconsider walking and bike lanes on the new bridge as this is a major connector between trails on both sides of the Delaware. Makes sense to encourage recreation and non-car travel don't you think.

How come the lame excuse is always used about it costing extra money.
Not enough highway lobbyist bending you ear? There is always money for extra car lanes it seems. But whoa, $6 million for bike lane. That is going to break the bank all of a sudden. Get real.

Do what is right for the citizens and planet earth.

Regards,

Michael Klusek
Philadelphia
267-546-7660

P 279

241

Kathleen Legere

From: Pat Harlow [phar22@comcast.net]
Sent: Thursday, February 04, 2010 11:21 PM
To: Scudder Falls Bridge
Cc: RepSantarsiero@pahouse.net
Subject: Comment on the EA/Draft 4(f) Evaluation

February 4, 2010

To: Delaware River Joint Toll Bridge Commission
Attn: Kevin Skeels
110 Wood & Grove Streets
Morrisville, PA 19067

CC: Hon. Steven J. Santarsiero

RE: Comment on the EA/Draft 4(f) Evaluation

Dear Mr. Skeels,

I am writing you in concern of the proposed placement of noisewall barriers in conjunction with the enlargement of I-95 in PA. I live in the Makefield Brook II subdivision on Brentwood road. Several properties in this subdivision border the cornfield that is between the development and I-95. In review of the evaluation, it appears that noisewalls will not be constructed adjacent to the cornfield despite widening the highway in this location.

I do not live on the cornfield border but I fear the value of my property will be adversely affected if walls are not constructed.

It is a known fact that residential real estate values are affected by proximity to nuisances such as highways, rail lines, high voltage power lines, etc. The Simons and Jaouhari freight railroad study is one example that shows empirical evidence of this affect. (Simons, R. A., and Jaouhari, A. E. (2004). The effect of freight railroad tracks and train activity on residential property values. The Appraisal Journal, Summer: pp. 223-233)

Suppose you are in the process of shopping for and purchasing an existing home. If you were to compare two identical properties for sale in the same development; one abutting an interstate highway and the other, two blocks away from the highway, you are going to pay less for the property next to the highway. Appraisals will affirm this.

In the case of the residents in Makefield Brook II with homes parallel to the highway, the original prices were in line with other homes in the development. The distance, (property to highway), was far enough to not be considered a nuisance. Over the years, the market has supported the equal values of these properties compared to other homes in the development.

With the highway expansion, the gap will be reduced. Without noisewalls, there will be an increased probability that property values will decrease. Current residents, who paid "non-nuisance" prices for their homes could experience decreased property values. Since the valuation of homes in our development have never been negatively impacted by proximity to the highway, the widening changes the game. If appraisals of homes parallel to I-95 decrease; as comps, they will drive down prices in the rest of the development as well as any other similar homes in the community.

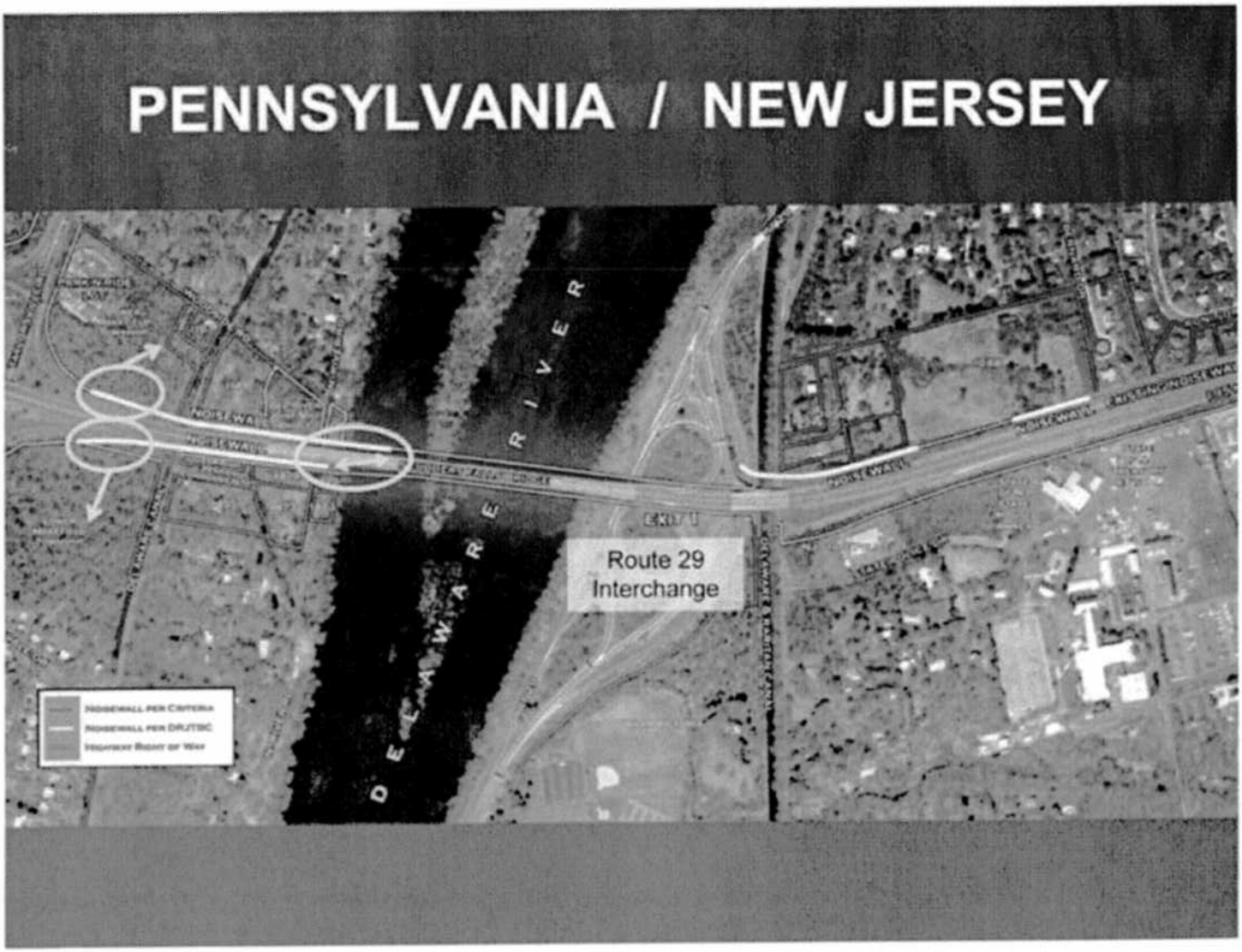
Obviously, the further away you are from the highway the less the impact but, there would be an impact based on the current system of appraisals.

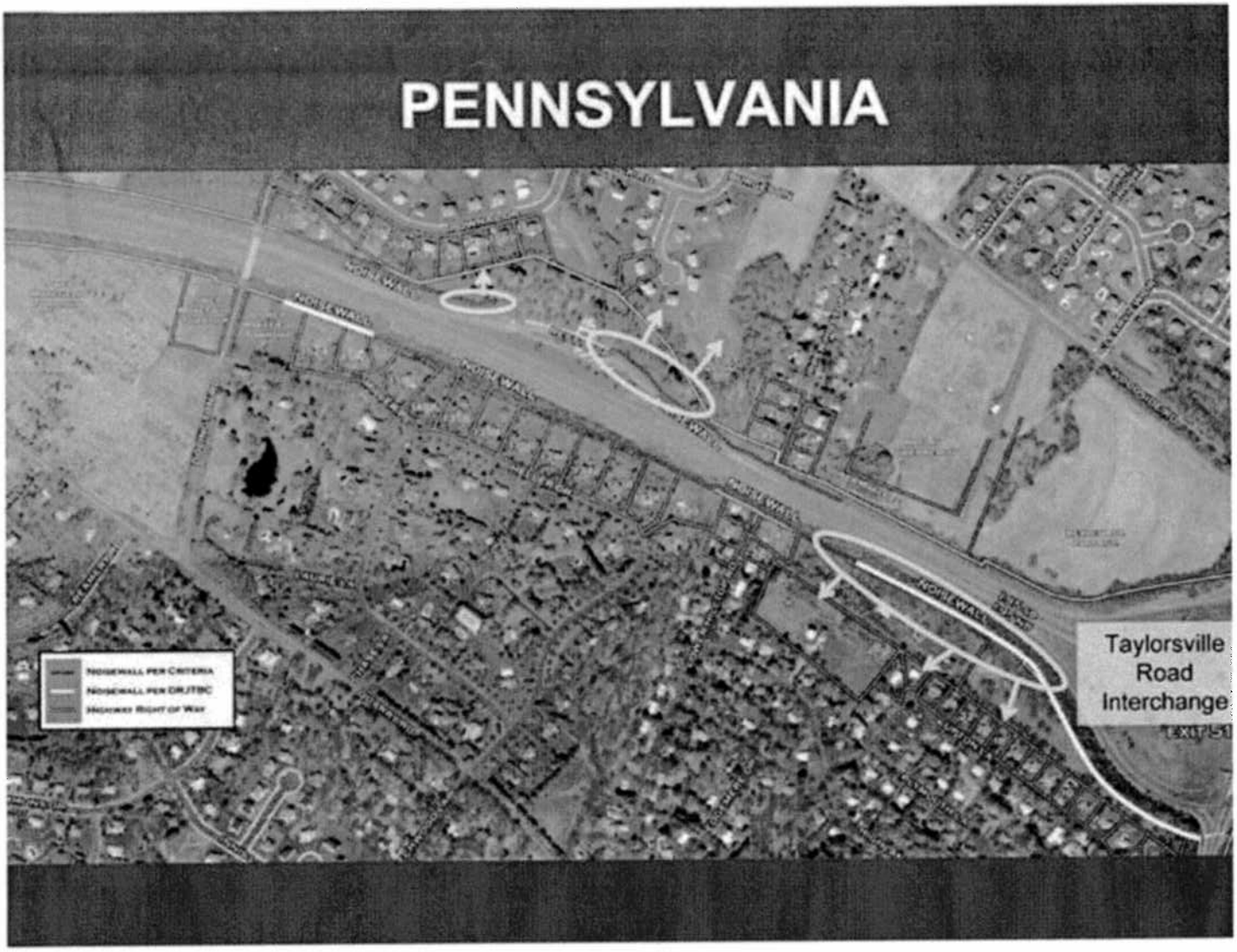
Lastly, please look at the following images I pulled from your website. The last image has a green circle around the area I am referring to. I've circled several areas in yellow that represent noisewalls that appear to not be adjacent to residential real estate or are being constructed with a greater distance between the barriers and properties than would be the case for my neighborhood. This does not seem fair.

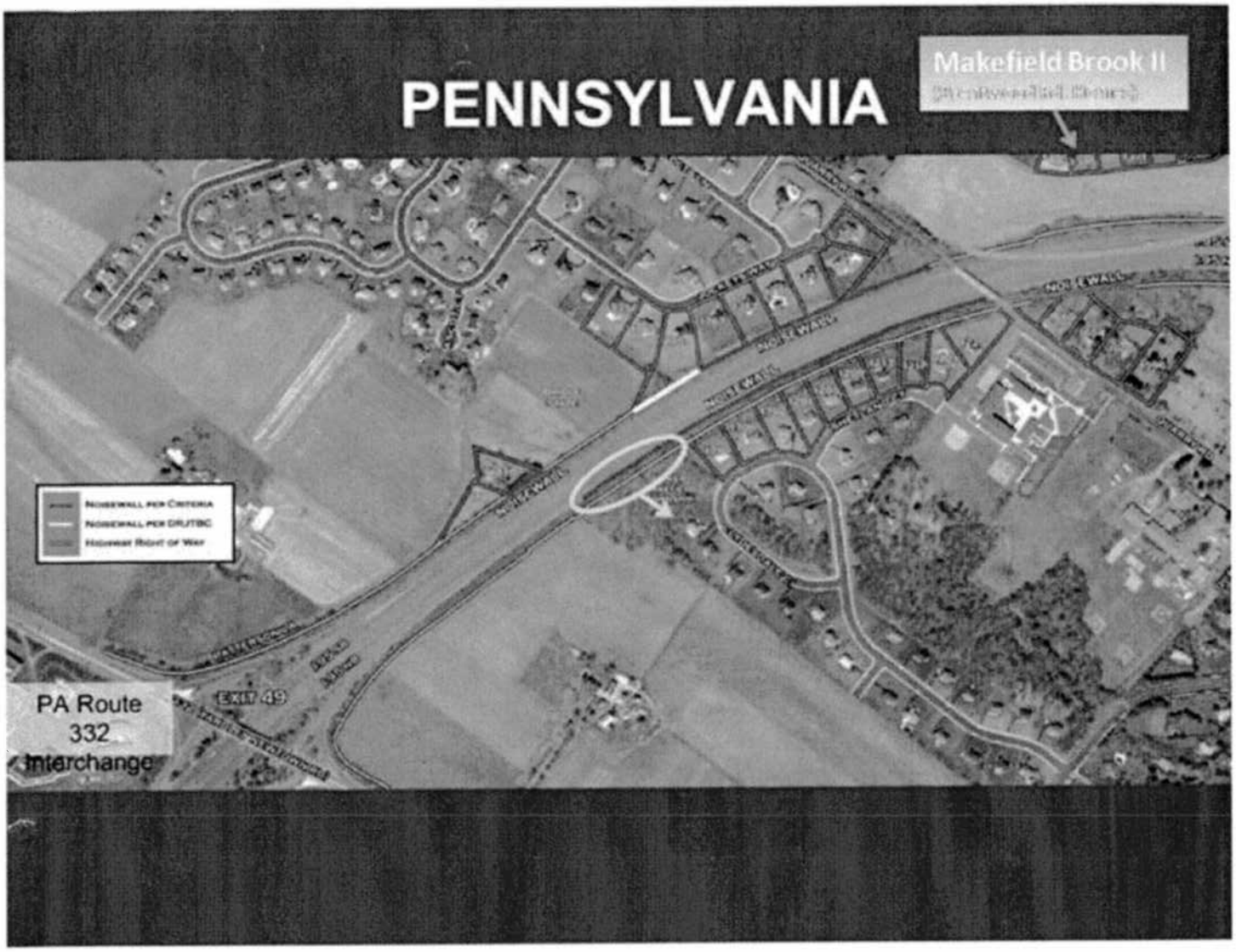
I hope you will keep my points in mind when determining your final plans. I feel that we should have barriers constructed in the Makefield Brook II area to protect our home values.

Thank you for your consideration.

Patrick Harlow
1389 Brentwood Rd.
Yardley, PA 19067
Phone: 215-497-8455




PENNSYLVANIA
Taylorsville
Road
Interchange


PENNSYLVANIA
Makefield Brook II
PA Route
332
Interchange
EXIT 49

P280

LINDA J. DITMARS
Attorney at Law
1051 River Road
Ewing N J 08628
609-637-0102

January 29, 2010

Kevin M. Skeels, P.E., Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville PA 19067

Re: I-95/Scudder Falls Bridge Improvement Project (hereinafter "Project")

Dear Mr. Skeels:

I reside at 1051 River Road, Ewing Township, New Jersey, and make the following comments in regard to the "Project", which I ask to have entered into the public record:

A 1. **Justification for the Project**: As my property overlooks the bridge area, I have personally observed that traffic backups occur only during a limited weekday rush hour period: during the a.m. rush hour, traffic backs up in Pa going into NJ, and during the p.m. rush hour, traffic backs up in NJ going into Pa. For such a limited Monday through Friday problem period, it would be much more cost effective to encourage flex time scheduling by the large employers in the area, car pooling, alternate lane openings, encourage the use of the other bridges in the area, or additional options that would not require what will undoubtedly end up as a half billion dollar Project. I do not feel that any options other than the monster building project were considered in any meaningful way. Rush hour backups occur on all major bridges, tunnels, and roadways in this and other highly urbanized States, and is not a justification for such a major building project. And I have no confidence that the Commission's estimates on future traffic are any more likely to be accurate than their cost estimates have been.

B 2. **Cost of Project**: When this Project was first brought to the public in 2004, the estimated cost was $140 Million. The most recent estimate is $309 Million. It is more than worrisome that the estimated cost of this Project has increased over 200% in just a few years. How are we to know what the actual final cost of this Project will be?

C 3. **Funding of the Project**: I have been attending meetings in regard to this Project since 2004. Not until December 2009 did I find out—not from the Commission—but from an article in the *Trenton Times*---that the new bridge, which was previously going to continue as a free bridge---will now be tolled. While the method of tolling has not been described, I see from the Commission's web site that it has several $10 Million +

contracts pending to study so-called "Open Road Tolling" on other bridges. I suppose, with a $10 M expense of simply *studying* the process, the need to toll the Scudder Falls Bridge appears necessary to cover the ever increasing estimates for construction, and also the expense of the study and implementation of the tolling process itself! The Commission also states that it has applied for grants to cover the expenses of this Project, but has not been notified as to whether any grants will actually be awarded. It is apparent that the funding mechanism for this Project has not been adequately considered, and the approach appears to be: build it now, worry about the ultimate expense and the ultimate funding method later!

D

4. **Sound Barriers**: The proposed barriers to protect my area of River Road are only partial barriers in the area of 1044 River Road. I do not believe that a partial barrier will serve to adequately protect me and my neighbors from the increased noise. Despite the fact that my area is only receiving partial barriers in one section, total barriers are proposed for some areas where there is currently no housing at all---there are only *plans* for such housing. It is patently unfair to fail to protect long time residents who have been living in the impacted area long before the completion of I-95, let alone this particular Project, and yet protect those who will not move in until the completion of this Project---and will move in with full knowledge of the noise status.

Summary: Despite over five years in the making, the I-95/Scudder Falls Improvement Project has been poorly planned---with cost, need, funding mechanism, and environmental and economic impact yet unknown. The Commission nevertheless appears to be determined to start work in 2011. This is not the time to undertake this enormous and unnecessary capital project. Redefine your priorities: make safely improvements to your current bridges if they are appropriate. We do not need a new Scudder Falls Bridge.

Very truly yours,

Linda J. Ditmars

Cc: Honorable Chris Christie, Governor, State of New Jersey

LINDA J. DITMARS
Attorney at Law
1051 River Road
Ewing NJ 08628
609-637-0102

January 29, 2010

Honorable Chris Christie
Office of the Governor of the State of New Jersey
P O Box 001
Trenton N J 08625

Re: Delaware River Joint Toll Bridge Commission and the I-95 Scudder Falls Bridge Project

Dear Governor Christie:

Enclosed is a letter that I sent to the Delaware River Joint Toll Bridge Commission ("Commission") in regard to the proposed "I-95/Scudder Falls Bridge Improvement Project" ("Project"). This mammoth Project is way beyond an "improvement project", and has evolved into the largest capital project in the Commission's history. The current plan is to build an entirely new bridge, make changes to the interchanges in New Jersey and Pennsylvania, and also to change the bridge from its current status as a free bridge to a toll bridge. When first proposed in 2004, the cost of the Project was $140 million. The latest estimate is now $309 million, and with this latest cost projection came the first mention that the bridge would be tolled.

I urge you to review not only this Project, but also the role and functions of the Delaware River Joint Toll Bridge Commission. I have read your study of independent commissions and authorities and your recommendations therefore, but I did not notice any review of this particular Commission. Do we really need two bureaucracies: one to oversee Delaware River bridges south of Trenton, and one to oversee bridges north of Trenton? Is the New Jersey Department of Transportation not able to take on this responsibility? The Delaware River Joint Toll Bridge Commission appears to be on an empire building venture, where money is no object, the public is kept in the dark (except for their fancy "public hearings" that take place after decisions have already been made), and where many responsibilities have been delegated to outside engineering and public relations firms.

Back ups during rush hours on many if not most major roads, bridges and tunnels is an unfortunate by-product of living in a highly urbanized state and is not an excuse for what will undoubtedly be a half billion dollar Project. There are many less drastic alternatives

that have not even been explored by the Commission. I think that there are better uses for these monies---like in the pockets of the taxpayers!

I thank you for your attention to this situation.

Very truly yours,

Linda J. Ditmars

Cc: Kevin M. Skeels, P.E., Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville PA 19067

P281

Mr. Richard A. Davino
1300 Yale Dr
Yardley PA 19067-2844

THESE COMMENTS ARE MY PERSONAL OPINION

2010 FEB -4 PM 2:50

I DO NOT FIND MUCH MERIT FOR PROVIDING A BIKEWAY/WALKWAY ON THE NEW BRIDGE AT THIS TIME. SINCE THE ONLY CONNECTION ON THE N.J. SIDE IS TO THE CANAL TOW PATH, USAGE IS LIKELY TO BE LIMITED TO OCCASIONAL EVENING OR WEEKEND PLEASURE RIDERS IN LIMITED NUMBERS PARTICULARLY IN INCLEMENT COLD WEATHER.

I SUGGEST DEFERRING CONSTRUCTION UNTIL SUCH TIME AS THERE IS A COMPREHENSIVE PLAN FOR EXTENDING (AND FUNDING) THE N.J. PORTION TO A MORE MEANINGFUL ORIGIN OR DESTINATION SUCH AS THE AIRPORT OR NEW PARK+RIDE FACILITIES. THIS WOULD ENCOURAGE USAGE BY DAILY COMMUTERS.*

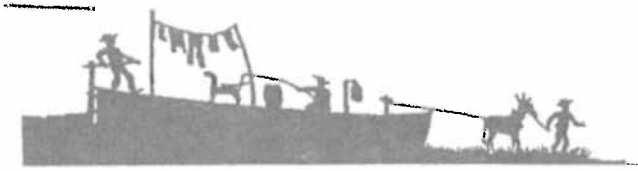
THE COMMISSION SHOULD ALSO CONSIDER THE PROBLEMS AND COSTS OF MAINTAINING ACCESS DURING WINTERTIME, SNOW REMOVAL COMPLICATIONS ON BOTH THE BIKEWAY AND ADJACENT VEHICLE ROADWAYS, AND LAST BUT NOT LEAST PUBLIC SAFETY ISSUES.

* I ESTIMATE THAT AT LEAST 1500 FT. OF THE BIKEWAY WOULD REQUIRE HIGH FENCING TO GUARD AGAINST JUMPERS, DUMPERS AND DUMMIES LEANING OVER A RAIL. SUCH A "CAGED IN" AREA WOULD BE A POTENTIAL TRAP IN WHICH ASSAILANTS COULD ASSAULT OR ROB VICTIMS. WOULD CONSTANT SURVEILLANCE BE REQUIRED? COULD THE COMMISSION BE ACCUSED OF FAILING TO PROVIDE A SAFE FACILITY? HIGHER USAGE BY COMMUTERS COULD REDUCE THE TENDENCY FOR THIS TO OCCUR.

THERE IS MORE INVOLVED THAN JUST THE CONSTRUCTION COST!

Richard A. Davino PE

P282



DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
2010 JAN 22 PM 3:38

FRIENDS OF THE DELAWARE CANAL

The Locktender's House • 145 South Main Street • New Hope, PA 18938

January 20, 2010

Kevin Sheels
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Street
Morrisville, PA 19067

Re: 1-95/Scudder Falls Bridge Improvement Project

Dear Mr. Sheels:

The Friends of the Delaware Canal, a 501(c)3 non-profit corporation representing over 1200 members, strongly advocates that the Scudder Falls Bridge improvements include pedestrian and bicycle accessibility.

The bridge expansion comes at a time when both the Delaware Canal State Park in Pennsylvania and the Delaware & Raritan Canal State Park in New Jersey are ready to provide even better facilities and services to visitors at the already popular parks. Tourism, economic development in surrounding communities, and quality of life all stand to improve as the Canal Parks improve.

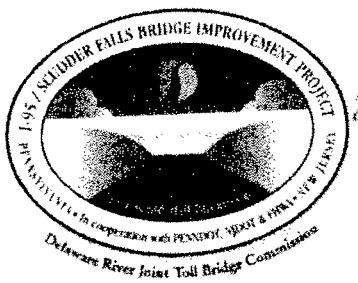
Pedestrian/bicycle access on the new Scudders Falls Bridge can greatly increase the potential of both parks by providing a loop/link between the two facilities in a location that can be more heavily used.

Thank you for the Commission's consideration of our comments. We look forward to a favorable outcome regarding the access. This is a unique opportunity to provide an outstanding and progressive facility in our region.

Sincerely,

Susan H. Taylor
Executive Director

P283



2010 FEB -1 PM 3:53

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

A From the beginning I believe this bridge expansion is grandiose, from four lanes to nine lanes. I agree that something must be done, but not to that excessive extent. I live at the corner of Taylorsville Road and Highland Drive in Lower Makefield Township, so I witness the traffic daily, as does my husband who commutes to New Jersey for work. What really threw me back in my chair at the public hearing was when either the project's director or a member of the Commission said the area is considered "urban." If this was an urban area, I would not be living here. I suppose that constituting Yardley as an urban area gives the Commission more "authority" to build such a massive bridge and overrule the public's opinion. I feel the Commission has continued to move forward on this project without considering all of the effects and ramifications.

Have studies or surveys been done to measure the traffic patterns after the PA Turnpike/I-95 Interchange Project is completed and the new turnpike bridge is built next to the existing one? Long-haul trucking carriers and other travelers are going to take the most direct route to get from points south of Bucks County and PA to north towards New York. The new interchange will allow turnpike travelers quicker access to reach Bucks County businesses and tourist locations, and the new turnpike bridge will allow for better flow of the traffic continuing north to New Jersey and New York. I foresee this will have a direct impact on the DRJTB expansion by reducing traffic across the Scudder Falls Bridge. My husband is a national logistics manager of trucks for a chemical firm. His carriers and others use the most direct routes, such as turnpikes.

B Why is the Commission just now considering a bridge toll when this expansion plan has been in the works for years? If funding has been cut, how can such a massive project continue – with or without tolls? Again, have studies or surveys been done to measure the impact of such tolls on traffic flow across the bridge? Just as the gentlemen mentioned at the public hearing, many drivers will not want to cross a toll bridge and will detour onto residential streets to avoid a toll. Taylorsville Road is already overwhelmed with unnecessary traffic brought on by illegal trucks avoiding the weigh station on I-95 to reach their destinations in Falls Township and further south. These residential roads cannot bear anymore unnecessary non-local traffic.

C I am very concerned about the impact of the actual construction. How does the Commission plan to minimize the construction equipment noise and the vehicles driven each day to the project site by the construction crew? Also, I can see the lights on the I-95 overpass from my bedroom window. Are more lights and brighter lights going to be installed that create more visual pollution?

I left the public hearing feeling like the Commission's main goal is the "bottom line" – to make a profit – without understanding the negative impacts on the residents who live in Lower Makefield Township in PA and Mercer Township in NJ. Yes, the bridge needs to be redesigned, but not an "urban" massive nine-lane toll bridge.

Terry Keffer
1 Highland Drive
Yardley, PA 19067

cc: Rep. Steve Santarsiero

P284

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

while the idea of a bike path crossing the river is nice, I don't see spending $18 million dollars to create the path as a wise use of tax payer dollars and I therefore wish to respectfully state I oppose adding the bike path to the bridge.

Use both sides if necessary or attach separate sheet.

Name Dawn Bock Affiliation

Address 11 Plymouth Lane
Yardley, PA

P285

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Upon seeing the canvas wall map at the recent open house/meeting, we were very upset to find the sound barrier pathway on property had been partially reduced to a 4 foot glass shield. A corner of our lot was condemned for construction of I-95 & at times, it is impossible to carry on a normal conversation in our yard. We cannot also have our windows open because of the noise. Increased traffic will only make these problems worse.

We agree with Rep Santarsiero's comments that sound barriers are needed from Scudder Falls Bridge to Exit 332.

Use both sides if necessary or attach separate sheet.

Name Alan + Edna Dilliplane Affiliation

Address 1870 Yardley Newtown Rd
Yardley PA 19067

P286

2010 FEB -3 P 2:05

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2009

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A Bike and pedestrian access across this bridge is very important. I know many people who commute from PA to NJ via bicycle. Making the Scudders Falls bridge accessible to them would be very beneficial. And I'm sure many recreational riders would also use the bridge.

B Please also protect the Peregrine falcon nests under the bridge. It's wonderful to know the birds are thriving on this part of the river.

Use both sides if necessary or attach separate sheet.

Name Trish Long Affiliation

Address 258 JACKSON ST
Trenton, NJ 08611

P287

GEORGE W. PATRICK
ATTORNEY-AT-LAW
440 COLEBROOK LANE
BRYN MAWR, PENNSYLVANIA 19010

2010 FEB -5 PM 2:11

February 4, 2010

Mr. Kevin Skeels,
Senior Program Area manager,
DRJTBC,
110 Wood and Grove Streets,
Morrisville PA 19067

Dear Mr. Skeels,

Please allow pedestrian and bicycle traffic on the proposed new Scudder Falls Bridge.

I regularly drive over that bridge when traveling between Philadelphia to the Princeton area. As a motorist, I would welcome the inclusion of pedestrians and cyclists, knowing that would be the responsible thing to do.

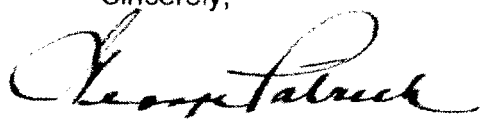
I have read that the Commission staff has indicated that adding additional space for pedestrians and cyclists would substantially increase the cost of the bridge. It might, if that were the only alternative, and if it were, it would be worth the cost for the benefits it would confer. But I also urge the Commission staff to consider reconfiguring the proposed lane and shoulder widths to allow pedestrian and bicycle traffic to cross that bridge.

Perhaps the public and responsible voices (like today's Philadelphia Inquirer editorial) is telling the Commissioners that it would rather have pedestrian and bicycle access than a dedicated bus lane. Are 12 foot shoulders on either side of the bridge an absolute necessity? I have every confidence that the Commission's staff has the expertise and skill to devise a solution based on a modification of currently planned usage rather than merely adding width and extra expense to accommodate what the public is asking for.

The Commission's own "Public Involvement Principles and Goals" require Commission personnel to "Make a good-faith effort to . . . accommodate competing interests and points of view prior to execution of an applicable capital project." Given the

manifest outpouring of public support for pedestrian and bicycle traffic on the bridge (including today's editorial in the Philadelphia Inquirer), I hope that you and your fellow Commissioners will help to find a way to accommodate this goal.

Sincerely,



P288

2/3/10

RECEIVED
2010 FEB -4 PM 2:29

Jake Evans
902 Overton Av
Yardley PA 19067

Dear Mr. Steele,

I just read about the Sandy Falls bridge project containing no bike lane. I and my friends are avid users of the canal trail on both sides of the river + would think a bike lane would be an obvious plus. Not including one will only serve to show that the Commission is backward thinking and completely unconcerned with environmental issues. I urge you to reconsider.

Very truly yours,

Jake Evans

P289

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Please add pedestrian and bike lanes and access to these lanes from the Delaware Canal towpath and the Delaware & Raritan Canal path.

Please see the Centerbridge for a model.

Use both sides if necessary or attach separate sheet.

Name Richard Wayne
Melissa Wayne
Harry Wayne
Rachel Wayne

Affiliation Residents, towpath riders

Address The Waynes
115 Windsor Road
Yardley, PA 19067

P290 P290

New Jersey
ALLIANCE for ACTION INC.®

PHILIP K. BEACHEM
President

P.O. Box 6438 • Raritan Plaza II • Edison, New Jersey 08818-6438
(732) 225-1180 • FAX (732) 225-4694
www.allianceforaction.com

GERALD T. KEENAN
Executive Vice President

CLIFFORD HEATH
Senior Vice President

TESTIMONY

OF

PHILIP K. BEACHEM

PRESIDENT

NEW JERSEY ALLIANCE FOR ACTION

PRESENTED TO

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

ON

TUESDAY, JANUARY 19, 2010

AT

VILLA VICTORIA ACADEMY

EWING, NJ

P290 P290

New Jersey
ALLIANCE for ACTION INC.®

PHILIP K. BEACHEM
President

P.O. Box 6438 • Raritan Plaza II • Edison, New Jersey 08818-6438
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GERALD T. KEENAN
Executive Vice President

CLIFFORD HEATH
Senior Vice President

The New Jersey Alliance for Action strongly supports the plan of the Delaware River Joint Toll Bridge Commission to build a new bridge carrying Interstate 95 across the Delaware River. It would replace the aging Scudder Falls Bridge that was designed to antiquated standards no longer deemed acceptable by the Federal Highway Commission.

As you may be aware, the Alliance is a unique non-profit, non-partisan statewide coalition of over 600 business, labor, professional, academic and government organizations. Our commitment is to investment in infrastructure for New Jersey's economy, environment and quality of life.

Seldom has any project as the one we discuss today offered the people of New Jersey, Pennsylvania and the entire region as many critically needed benefits --- public safety, traffic congestion relief and economic development and jobs.

On Public Safety, accidents on the existing Scudder Falls Bridge are too common based on the antiquated design of the span and interchanges. A new bridge constructed to modern design standards would help save lives and prevent dangerous accidents.

On Congestion, the Scudder Falls Bridge operates at the worst level of service classification for a federal highway, during peak travel periods. Traffic volumes are projected to rise by 35 percent --- from an average of 58,400 vehicles per day to 77,500 vehicles per day by the year 2030.

On Economic Development and Jobs, so vital during today's economic downturn, the $310 million project would create as many as 3,000 jobs in a construction industry that is so vital to lifting us out of recession. Overall, it is estimated that the project would contribute $341 million to personal earnings and $1.054 billion in economic activity. This would provide an economic boost throughout this region to a wide range of businesses, big and small.

The Commission has made a responsible and realistic decision on how to finance construction of the new bridge by cashless tolling, with little if any funding expected from the federal and state governments. Tolls paid by the users of the replacement bridge is the most equitable solution. It also would avoid construction of a conventional toll plaza that would create congestion and delays for drivers.

This is an excellent project and the Alliance for Action stands ready to provide our support and readiness to assist in its implementation.

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I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

Comment Form
Public Hearing: January 19, 2010

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

A The Mercer Regional Chamber of Commerce supports the building of this new bridge. An incredible number of Pennsylvania residents work or do business in Mercer County. The ease of their commute is critical to the health of our business community.

B It is imperative however, that the impact of tolls on the affected communities be fully evaluated and all remedial actions be included in the project's scope.

C We fully support lanes for a BRT system and would like to see ticket prices reflect a motivation to use the service.

D We fully support the Pedestrian/Bicycle Facility Option.

Sincerely,

Basil A. Giletto

~~Transportation Chairman~~

c/o A-1 Limousine

2 Emmons Drive

Princeton, New Jersey 08540

Use both sides if necessary or attach separate sheet.

Name Basil A. Giletto Affiliation Mercer Regional Chamber of Commerce
Transportation Chairman

Address A-1 Limousine Inc.
~~2 Emmons Drive~~
Princeton, NJ 08540

P292

P292

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Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

Our main concerns, since we live within 1/4 mile of the bridge, are:

A - First and foremost, we feel that 55mph should be the speed limit for crossing the bridge, as it is presently. Even now, our house vibrates as heavily loaded 18 wheelers and dump trucks approach and cross the bridge, and even at or above that speed the noise is bothersome at best, disturbing and mind-numbing at worst. Also, the speed needs to be enforced on both sides of the river to deter speeding.

- Please consider using the noise reduction blacktop when repaving. The section of 95 on the Jersey side from exit 3 extending to South 295 is noticeably quieter because of that blacktop.

B - The construction times are a major concern to us. Please limit the times to regular daily work hours, especially during the summer, with no evening or weekend hours.

C - The sound barrier addition along 95 South on the Jersey side right before the bridge is great news, and we thank you for including it in the plans. We request though, that you go all the way with the barrier, instead of sectioning it, with the middle section a full barrier instead of a skare screen;

D - We are disconcerted about the proposed tolls because we use the bridge so frequently. We request some sort of compensation may be made for people living within a certain proximity of the bridge - a pass of some sort - that would allow us to use the bridge without paying a toll, or at greatly reduced rate. Please take into consideration these concerns as you plan the new bridge.

Use both sides if necessary or attach separate sheet.

Name Tom & Joan Lingrady Affiliation Dwellers Near Bridge!

Address 10 Maddock Drive
Ewing, NJ 08628
609-882-1406

P293

P293

I-95/Scudder Falls Bridge Improvement Project
Environmental Assessment/Draft Section 4(f) Evaluation

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I AM AGAINST TOLLS ON THIS US FEDERAL HIGHWAY. I AM AGAINST THE TOLL BECAUSE THE COMMISSION DID NOT ASSESS THE IMPACT ON LOCAL COMMUNITIES FROM TOLLING THIS BRIDGE.

Use both sides if necessary or attach separate sheet.

Name WILLIAM E. RAUH Affiliation NONE

Address 1403 REVERE ROAD
YARDLEY PA 19067-4352

P294

P294

I-95/Scudder Falls Bridge Improvement Project
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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by Monday, February 4, 2010.)

I live on Upton Lane + my daily commute is into New Jersey, over the Scudder Falls bridge, as is my husband's. We also thoroughly enjoy the pace of life + relative peace in our travels locally around town. The news of a toll consideration came as quite a shock, especially since the environmental study had just concluded. I would greatly urge a full study of the impact that a toll bridge would have on surrounding bridges, roads + neighborhoods + fully explore all other funding options available. Also, if there is a possibility of I-95 joining up directly with the NJ Turnpike, a holistic look at future usage of the Scudders Falls Bridge is necessary.

Use both sides if necessary or attach separate sheet.

Name JAIME KRAYGER Affiliation

Address 9 UPTON LANE

YARDLEY PA 19067
(LMT)

P295

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January 24, 2010

Delaware River Joint Toll Bridge Commission
c/o Kevin M. Skeels, P.E., Project Manager
110 Wood & Grove Streets
Morrisville, PA 19067

Dear Kevin,

I would like to thank the Delaware River Joint Toll Bridge Commission (DRJTBC) for educating the public during the Open Houses and Public Hearings on the Scudder Falls Bridge Improvement Project. I do have concerns, however, of the resolution passed at the December 2009 meeting of the DRJTB's Commissioners authorizing the agency's director to "take all steps necessary to toll the Scudder Falls Replacement Project" at some future date.

Residents of the Delaware River bordering municipalities of Mercer and Bucks County have always shared a common bond in both family units and commerce. Many have family and aging parents in both the Trenton area suburbs and the Philadelphia area suburbs and must make daily or multiple trips each day across the Scudder Falls Bridge to attend to their needs. Others cross the bridge in their local commute to places of employment. The addition of a crossing fee would be a financial burden and drain on the already tight finances of families trying to meet current expenses, especially since Scudder Falls has historically been a non-toll bridge. The additional $250 to $500 per year that local residents would have to pay to cross the bridge means a lot to those on limited incomes.

I was told that although two axled vehicles (i.e., automobiles) account for about 75% of traffic on bridges crossing the Delaware River, it is the multi-axled trucks, trailers, buses and commercial vehicles that account for about 75% of toll revenue. It is also the heavy multi-axled trucks, trailers, buses and commercial vehicles that cause most of the road surface damage to the bridge, requiring costly maintenance.

If a cashless toll is to be placed on the replacement bridge, it should only be for multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles. The cashless image taking toll can be situated just in the far right lanes for such heavier traffic. This successful scenario already exists on the NY Thruway (Interstate 87 / Interstate 287) at the Spring Valley Toll Barrier, just west of the Tappan Zee Bridge. Residents of both Pennsylvania and New Jersey would be more accepting of a toll and with less resistance and protest if the crossing fee only applies to multi-axled trucks, trailers, buses and commercial vehicles.

I also understand any proposed toll would be cashless, meaning that vehicles would travel through the toll at normal highway speeds (55 to 65 mph) and photo-imaging technology would record the license plates of passing vehicles and an invoice would be mailed later. As long as the tolling method remains cashless at highway speeds, then I foresee no increases in pollution, green house gas emissions, accidents and congestion. Any deviation from a cashless photo-imaging based format or going to mandatory E-ZPass would be contradictory to the whole purpose and goals of the project and would only cause increases in pollution, green house gas emissions, accidents and congestion.

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Thank you for considering my concerns and suggestion. I hope you will seriously consider tolling just multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles, and not regular passenger cars and automobiles.

Respectfully submitted,

George Spais

George Spais,
Ewing Township, New Jersey

Transcripts of the Public Hearing & Private Comments
Session 1, January 19, 2010

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

- - -

PUBLIC COMMENTS REGARDING SCUDDER FALLS PROJECT

- - -

TUESDAY, JANUARY 19, 2010

- - -

Meeting held in the above-captioned matter at Villa Victoria Academy, 376 West Upper Ferry Road, Ewing, New Jersey at 7:00 p.m., before Kimberly A. Bursner, Court Reporter and Notary Public.

BURSNER & ASSOCIATES COURT REPORTING

P.O. BOX 1099
NORRISTOWN, PA 19404
(610) 279-2711 (c)

SCUDDER FALLS BRIDGE PUBLIC HEARING - 1/19/10

MARK STOUT: Good evening. The public hearing on the environmental assessment for the I-95 Scudder Falls Bridge improvement project is now in session. My name is Mark Stout, and I am the public hearing moderator. I ask the audience's understanding while I read the following statement in to the record.

This public hearing is being conducted in compliance with the Pennsylvania Department of Transportation Act of 1970 in Section 128, Title 23 of the United States Code, Section 106 of the National Historic Preservation Act, as well as New Jersey Department of Transportation policies and procedures.

The legal notice for this public hearing and the environmental assessment/draft Section 4F evaluation appeared in the Bucks County Courier Times, the Bucks County Herald, the Trenton Times and the Trentonian upon the release of the EA document on December 9, 2009. Legal notice, again, appeared in these papers in January 2010.

The Delaware River Joint Toll Bridge Commission is conducting this project in cooperation with PennDOT, NJDOT and the Federal Highway Administration, FHWA.

The project's locations are Lower

Makefield, Bucks County, Pennsylvania, and Ewing, Mercer County, New Jersey.

The purpose of this hearing is for the Commission to present a brief project description and, most importantly, collect written and verbal testimony regarding the environmental assessment for the I-95, Scudder Falls Bridge improvement project.

Speakers wishing to provide verbal testimony at this hearing must first register at the entrance table. The hearing is being held over a two-day period. First in Ewing, New Jersey, and then in Langhorne, Pennsylvania. Each day, the hearing is to be preceded by a two-hour open house where project plans are displayed and project staff is available to answer questions.

The public has until February 4, 2010, to submit comment. After this hearing, written comments should be committed -- should be submitted to the Commission through Kevin Skeels, the project engineer. His address is included in the legal notice and on the comment cards.

E-mail comments also may be submitted at ScudderfallsbridgeEAcomments@HNTB.com. All substantive issues raised at this hearing or received during

the comment period will be reviewed by the Commission and FHWA in conjunction with PennDOT and NJDOT.

The FHWA is the lead federal agency with respect to various environmental laws and regulations pertaining to the environmental assessment process and this project.

Before the floor is open to testimony, it is customary for the project agency to make a brief statement and the project team to give a brief presentation.

I would now like to introduce Frank McCartney, executive director of the Delaware River Joint Toll Bridge Commission.

FRANK McCARTNEY: Thank you. On behalf of the Commissioners of the Delaware River Joint Toll Bridge Commission, it's my privilege to welcome you to tonight's public hearing.

This forum gives interested parties an opportunity to participate in the project development process. The public participation process for this project has been extensive, and I will take the time -- and I'll hope you'll bear with me -- to list exactly how extensive it has been.

They were five stakeholder meetings with environmental, transportation, smart growth and business and industry groups. There were ten public open houses and township meetings on both sides of the Delaware River. Four presentations were made to local organizations such as the Chambers of Commerce, regional and municipal engineering and advocacy groups. Four special agency coordination meetings were held with environmental resource and regulatory agencies of the federal government, Commonwealth of Pennsylvania and the State of New Jersey.

Four meetings of an inter-agency group composed of transportation, regulatory and planning agencies and county and local officials were also held.

Correspondence with agencies continue throughout the development of the environmental assessment and are documented in the environmental assessment report.

Finally, the Delaware River Joint Toll Bridge Commission issued ten newsletters in conjunction with this project. The latest was issued just last month. The websites were also established and they maintain -- they remain in operation today and will continue to remain in operation.

The importance of this project cannot be overstated. While the existing I-95 Scudder Falls Bridge is safe for the short term, it is now more than 50 years old. It's exceedingly narrow and it lacks the required capacities for current and future traffic that has been documented in the preliminary engineering process.

During morning and evening peek hours, I-95 experiences frequent back ups and delays related to commuter traffic. Congestion and safety problems at this location are further exacerbated by the proximity of adjoining ramps that one media outlet described as kamikaze interchanges. Disproportionate number of accidents occur at these locations. Those of you who use the bridge know what I'm talking about.

In May of last year, a truck accident on I-95 at the Route 29 interchange forced the closure of the Bridge's four lanes for hours causing traffic problems throughout the entire region and triggering a series of residual accidents, some as far away as the Route One Toll Bridge.

The public hearing tonight is the latest step in the process that began six and a half years ago. The Commission appreciates your interest in this

important project and thanks you for your participation tonight.

MARK STOUT: As is customary, we will now have a short presentation on the project by project manager, Bijan Pashanamaei, of AECOM.

BIJAN PASHANAMAEI: Good evening. It's a pleasure to be here tonight. This is a major milestone for the Commission and also for the project team as we have been working on this project for six and a half years, and we have reached, what we believe, is close to the conclusion of the project.

Next ten minutes or so I will be presenting a brief summary of the project and the level of study that we went through and the type of alternative to look at.

The purpose of the project is, obviously, to alleviate traffic congestion. It's also to improve operations. Many of you travel this corridor and are very familiar with the interchanges and the inadequacy of them and, also, some of the safety issues that are out there in the existing corridor.

The project needs, of course, is the bridge itself, as Frank mentioned, is 50 years old and is

functionally obsolete because of its lane arrangements. It also has inadequate inside and outside shoulders and the acceleration and deceleration ramps on the ramps are very inadequate for current standards.

Roadway capacity is also inadequate for current traffic and also for future. Interchanges, as you well-know, also inadequate based on today's current standards.

The project goals were to design the improvements based on ASHTO, which is the national standards for highway design, and also based on PennDOT and New JerseyDOT standards for geometrics, lane and shoulder and accel-decel lane. Structures are also -- were designed accordingly.

The level of service for the project was established at D as this area of I-95 is categorized as urban.

The limits of the project was established from Pennsylvania in Pennsylvania from 332 in Newtown and extending to Taylorsville Road Interchange in Pennsylvania, again, over the river and terminating in Bear Tavern Road in New Jersey.

Next three slides kind of walks you

through what the corridor is. The first light is the 332 area moving throughout New Jersey. The rest area is shown in this side and part of Taylorsville Road Interchange, the Scudder Falls Bridge and, finally, the termination of the project at Bear Tavern Road. These two terminis were determined based on the traffic flow in the morning and the afternoon and the number of lanes that were in the corridor itself.

Next few photos are typical morning rush hour traffic. Again, most of you live in this area know the conditions. This particular picture is at 332. Continuing down near the rest area at the Taylorsville Road Interchange and, again, this is the on ramps at Taylorsville Interchange.

The next exercise that we went through was looking at the existing Scudder Falls Bridge to see if it was feasible to widen this bridge to accomplish the width that we needed or should we replace it in its entirety. Typical picture of underside of the bridge is non-structure. It is an older design that's no longer used in current standards.

As part of our study, we determined that, again, the bridge was not a new structural ideal

system is 50 year old. Can't be easily widened and when we went through the cost analysis based on replacement versus widening, we determined that over the life cycle of the bridge of 30 to 40 years, the replacement was actually less costly than widening the existing bridge, so we recommended that the bridge to be replaced in its entirety.

Next, based on the traffic projections that we received from the Planning Commission for the area, we performed traffic analysis for the corridor to determine the number of lanes that we needed. Conclusion was that we needed one additional lane on I-95 between the terminis of the project from 332 and Bear Tavern Road, and on the bridge we also needed two auxiliary lanes in the northbound direction and one auxiliary lane in the southbound direction to be able to handle the traffic between the two interchanges.

Then we continued with the design alternatives and the process was looking at evaluating the design options for each project segment and then identifying the key distinctions between each of them, analyze the distinctions and identify a preferred-design option for each of the segments, and then at the end we combine the four segments in to the preferred alternative.

The four segments that we divided the projects were I-95 in Pennsylvania, the Taylorsville Road Interchange, the bridge itself, and then the Route 29 Interchange in New Jersey. For the main line and I-95, we looked at two different options. Inside widening or outside widening. This picture shows what an inside widening would look like, and then outside widening is also shown in this picture.

Now, point of note, inside shoulders are shown at 14 feet. This is a provision for future possible bus traffic transit that the New Jersey Transit right now is studying that could possibly reach to Bucks County, and we wanted to make sure that we had provisions within that corridor should that project come to fruition.

When we looked at the impacts of inside and outside widening based on the impacts of various levels, we determined that the inside widening was the preferred option for this segment.

Next we looked at Taylorsville Road Interchange. We looked at four different options for the interchange itself as far as a combination of ramps. This is existing Taylorsville Road Interchange. It's a partial clover leaf. This is one of the options we looked at. It's

called option two, and essentially the southbound ramp to northbound Taylorsville Road is eliminated and combined with the next ramp in to a loop around in to a signal.

Option three was just the reverse of that. The northbound ramp from Taylorsville Road to I-95 was eliminated and combined in to a loop ramp. Again, we analyze the impacts of the four options, and at the conclusion we determined that option two was the ideal option for this part of this interchange.

Next we looked at Scudder Falls Bridge in terms of lane arrangements. Looked at what's called the contra flow. We also looked at double deck bridge, the standard lane and also a collector distributor road. This is a typical section of what the contra flow lane would look like. In essence, it's reversible. The middle lane is a reversible lane, similar to some of the bridges down in the Philadelphia area like Walt Whitman and Ben Franklin with reverse space on the peek traffic flow. We also looked at the double decker. As I mentioned, you can see the scale of the bridge to meet the lane requirements.

Next slide is the standard lane arrangement and as you see, the arrow pointing up is going

towards Pennsylvania -- toward New Jersey. Three lanes are for through traffic and two lanes are built for interchange activity. The arrow pointing down is coming to Pennsylvania, three lanes for through traffic and one lane for the interchange activity. We are also showing on the left-hand side a option of bicycle pedestrian facility.

Looking at the various options and their impacts, as first series of analysis, we eliminated the contra flow and double deck options from the analysis.

We preferred and analyzed the standard versus CD road, and we determined that the standard lane addition on balance was the preferred option.

We also looked at the widening, whether it should be downstream, upstream or about the centerline of the existing bridge. And, again, as we analyze the impact of the three alignment options, we determine that the upstream widening was the preferred way to go.

In essence, the sudden edge of the bridge or downstream would be held and only bridge widening would be to the north or upstream.

Next was 29 Interchange. We looked at four different options. 1A, 1B2 and 1C.

Existing interchange. This was what's called option 1A, which is a folded-diamond option, standard interchange configuration. This is what's called option 1C or round about. This was an option that we spent significant amount of time analyzing it, and this was an option that was heavily endorsed by New JerseyDOT.

And option two was yet another configuration for this interchange. Again, as we analyzed the various impacts, we determined that option 1C or the round about was the preferred option for this interchange.

At the conclusion of the analysis of the four segments we put the four options together, and that comprised the preferred alternative for the project, and that's what you have seen on the canvas map here at the open house.

We also looked at a bicycle pedestrian facility, and we analyzed this based on federal highway criterias and the facility meets most of the criterias as far as the ability to provide access for recreational activity and commuting purposes. The only issue with this facility right now is the cost of $18 million. The Commission is deferring the decision until the final design when a better cost estimate can be

developed for the entire project.

So, in summary, the benefits of the proposed action is it replaces the aging bridge structure; eliminates the fracture critical and non-redundant Scudder Falls Bridge; provides an acceptable level of service of D for the corridor for the planning year which is 2030; improves traffic safety by providing design features that meets current standards; New Jersey Transit propose BRT. It also reduces traffic noise levels from current level, and it also provides for economic expansion.

One of the other challenges we had on this project was working in the river, and we had determined that there were threatened endangered species in the river, most notably short nosed sturgeon that spawns in the Scudder Falls Bridge area. There are also yellow lamp muscles abundant and Atlantic sturgeon uses this area as they travel up the river.

At the conclusion, the option to work in the river was to build on a causeway. We looked at two different causeways, an earthen causeway and a trestle type. In essence, building a low-level facility to be able to get in to the river for pier construction.

This is a picture of an earthen

causeway and a trestle causeway, and through analysis, I'm working with National Marine Fishery Services which determine that the trestle causeway and balance was the option that would provide minimum impact to the threatened endangered species. Also, the causeway at all times, they will only be through half the river. The rest of the half will be open for recreational purposes.

Some of the impacts to the T and E species include small amount of loss of habitat. Again, less than half an acre of temporary loss. The mitigations are currently being worked with the National Marine Fishery Services. We have moratorium that will be established for the project of no work in the river between 15 of March and June 30th. This is working in the river itself. Most of the construction can occur from the causeway as far as pre-constructions are concerned.

There is some mitigations for yellow lamp mussel as we go through project, and we are also providing alternate habitat for Peregrine falcon that currently nests on the bridge.

The proposed action and impact on property and right of way, we have determined one residence that will be displayed, and there will be 14 partial impacts

of which four are residential, three are undeveloped and five are state or municipal owned. And the analysis and right-of-way acquisition is going to be based on standard accepted practices.

Some of the other mitigations and impacts. There is some adverse impact on D and R Canal. We are developing a programmatic agreement with the D and R Commission to mitigate the impact throughout the project. It will also have some effect on the archeological resources. That is currently being handled through additional field work.

Wetlands and as far as wetlands are concerned, the impact is minimal, a point -- less than an acre. There are some ten acres of floodplain impact that we are going through some detailed studies in the next phase of the project. We are adding about 20 acres of impervious area because of the widening, and those are going to be mitigated by storm water management facilities throughout the corridor.

Recreational and parkland impacts, again, half an acre of impact to D and R Canal, and those are going to be mitigated by providing aesthetics to the bridges that span the canals. There is some construction

adjacent to the D and R Canals. Again, those are going to be mitigated by protecting the tow path during the construction. The river itself, as I mentioned before, at all times half of the river will be open for water flow and also recreational activities.

Major part of the project was also noise study. It was based on New JerseyDOT and PennDOT criteria. Some initial mitigation locations were identified based on these two criterias. We held a series of public hearing after the initial study, received additional comments from the residences in the area. Ultimately, the Commission decided to provide additional mitigation by additional eligibility of the areas. In essence, we're providing three miles of noise walls throughout the corridor. For the most part, most of the residences are impacted are being mitigated.

Next three photos are the location of the noise barriers. What you see in red were initial mitigation sites that were determined based on New JerseyDOT and PennDOT. What you see in white were the additional sites that were developed based on the Commission criterias.

This is the area near the rest stops and you see the white portion of the noise barrier that we

are adding, Scudder Falls Bridge area and the area near the Bear Tavern Road. Thank you.

MARK STOUT: Thank you, Bijan. Before the floor is open to testimony, I need to outline the guidelines for providing testimony. There is one public hearing for this project, but it is being held on two separate dates at two different locations. Any individual who spoke yesterday evening is not to provide additional verbal testimony a second time tonight. Speakers wishing to provide verbal testimony at this hearing must first register at the entrance table. Elected officials will be called to the podium first. Additional speakers will be called to the podium in the order in which they register.

Verbal testimony will be limited to five minutes as a matter of fairness so everyone may have an opportunity to speak. Written testimony also may be submitted to supplement verbal testimony or in place of verbal testimony. Comment cards are available for this purpose. Individuals with written testimony should submit it at the stenographer's table. A stenographer also will remain available throughout this hearing to take testimony privately from anyone who wishes to do so.

This hearing is strictly for taking

testimony. There will be no cross-examinations, questioning or responses to any speaker either from the floor or the chair. Rather this process enables a public hearing -- public record to be gathered on effect of the proposed action. Please make statements only.

Please be courteous and refrain from commenting during other's testimony. If anyone has already testified and addressed an issue you were prepared to speak about, please be brief in repeating it. When you come to the microphone, please state your name and identify any organization, individuals or person you may be representing.

I call first Mr. Philip Beachem.

PHILIP BEACHEM: Good evening. I'm T1 Phil Beachem, president of the New Jersey Alliance for Action.

The Alliance is a unique non-profit, non-partisan statewide coalition of New Jersey who represent over 600 business, labor and professional, academic and governmental organizations, and our commitment is to investment in infrastructure for New Jersey's economy, environment and quality of life.

Seldom has a project, this particular project, has many critically-needed issues. On

public safety, accidents on the existing Scudder Falls Bridge are too common based on the antiquated design of the span and interchanges. A new bridge constructed to modern design standards would help save lives and prevent dangerous accidents.

On congestion, the bridge operates at the worst level of service classified for a federal highway during peek travel periods. Traffic volumes are projected to rise by 35 percent, from an average of 58,400 vehicles per day to 77,500 vehicles per day by the year 2030.

On economic development and jobs, so vital during today's economic downturn, this project creates as many as 3,000 jobs in the construction industry and contributes 341 million to personal earnings and $1.5 billion in economic activity.

Commission has made a responsible and realistic decision on how to finance and support it. Thank you very much. I submit my comments.

MARK STOUT: Yes. Mr. Jerry Keenan.

JERRY KEENAN: My name's Jerry Keenan. I live in East Windsor Township, and I'm here to talk as someone who uses the bridge quite often. T2

I got looking at those pictures, I thought the pictures of traffic may be -- could be a little closer and get some sound effects and hear the horns blasting because that's what they do when they go across the bridge. It's a horrible bridge. It needs to be fixed. It's a question of efficiency getting back and forth, and it's also a question of safety. One, a question of safety because of the roadway that I do whenever I go across there with people cutting in and screaming and people beeping the horns and, two, if you look at the condition of that bridge it, obviously, needs to be fixed. The term structurally obsolete, you can give it any name you want. It's time to fix it.

So this is a question of efficiency, impact and safety for a number of reasons. Because of that, I think this is time for the Commission to step up and get this bridge taken care of and make everyone safer. Thank you very much for your time.

MARK STOUT: Thank you. Mr. Robert Baird Paterson.

ROBERT BAIRD PATERSON: My name is T3 Robert Baird Paterson. Good evening. Thank you for the comments so far and unlike this speaker gentleman, I refrain

from pounding my dashboard, but I've been involved many times -- I'm here tonight, though, because I live right next to the highway. I live in the Commons, one of the projects just below where you are going to be having some noise barriers there.

It is a problem that I see that you will have to deal with probably in the longer term that I would like to raise tonight. You certainly have to deal with as this project proceeds. And that is you're projecting certain capacity of this highway for a period of time goes to 2030, and you're expecting outcome of level D service in 2030. It's a level out from -- it's probably going to be still at that same level. There is very careful things to be made to track the growth of traffic is unlike the present time that we are in terms of corporate development and/or housing development I believe that we will have more -- more development of both and particularly I think -- I know I'm involved in our county of Ewing, we're seeking to incorporate as a matter of public policy. And that leaves more traffic to the commercial levels of traffic. So -- and that has been over a period of growth of traffic.

So I think that -- I know you

just -- to factor in to this development process a careful monitoring of the levels of service that you are finding that you would find if you had detailed roadways and secondary roadways that would give you the best indicators of the traffic at least to factor in to this process a continuing mind frame of traffic to see whether or not you're on track for achieving, at least the level D, or maybe higher, but sometime invest more funds to change some of the intersections.

And from my part, it's interesting to be involved in sort of a kind of an experiment, but at least a change in the way the New Jersey side of the roadway is developed with these round abouts, and there are some rounds abouts in Ewing Township and in other certain areas who have large traffic, but they are -- I emphasize, large traffic circles. What I see on the maps seems to me to be not quite large enough for the kind of peek area of traffic you have, and so I would ask the planners to look again and say comparison to peek period I think a large traffic circles do exist very close by so you have common plans for traffic. Maybe consider expanding these rounds abouts, make them wider or maybe hopefully they will take more traffic.

And then the other aspect of the

fact impacts where I live and the area that I live is that you might need more shoulder area going up to the off ramp from 95 south, interchange of 95, so that you can stack more cars and there will be more cars off the main right of way on 95. That just involves perhaps a right of way on the north side of I-95. That also may be a consideration in Pennsylvania where you have that long traffic lane going down 95 or approaching 95 in Pennsylvania. I don't know what bridge, but just a consideration that there may be stacking and may be have more space. That's all. Thank you.

MARK STOUT: Thank you very much. Mr. Jeff Tittel.

JEFF TITTEL: Jeff Tittel, director T4 of New Jersey Sierra Club. I also do pass the site every day when I go to Trenton, and one of the things that struck me today coming over here was I was at the Governor's Inaugural this morning, and I realized that New Jersey was broke. We have to learn to do more with less. When I look at this bridge and design that I see here to build a nine-lane bridge, the pedestrian crossing is building a Mercedes at the time when we're all basically tightening our belts. We also say the cost to widen the bridge is not only

efficient, but the tolls because of it and also slow down traffic, you will lose a lot of this whole benefit.

We believe that the environmental assessment is wholly inadequate and not -- do the proper alternative analysis did not really study the interconnection between 95 and New Jersey Turnpike and the Pennsylvania Turnpike extension with the trucks from here, the data from 2003 people are driving less. Traffic patterns are changing. There is not adequate addressing water quality, of air quality. New Jersey will have a have hard time meeting the standards. This is a major trip traffic generator of traffic. You'll have a hard time dealing with EPM which is particular matter from diesel exhaust. They are not looking at the secondary impacts for this project, and we continue the water quality impacts from that.

We think that, quite frankly, this project misses point in a lot of ways. We believe that this bridge has to be fixed and that it needs to be made safer, but we see building nine lanes -- we have three lanes of highway on one side and two lanes on the other side a major investment that's not necessary that can be easily accomplished, and I disagree using a flex lane or reversible

lane. We also believe that there is just a lot of problems in doing this bridge at this time at this cost to the people in this area and that there really hasn't been adequate analysis alternative and, quite frankly, on the Pennsylvania side and do the merging before you get to the bridge so you don't need to have four lanes going to the New Jersey side. The round about with the diamond lanes and because I think traffic jams on the New Jersey side is close to mediating.

So to us, I think we are -- quite frankly, this needs to be looked at and needs to be paired back and designed to be more common sense way to save people money and save people time because, again, getting tolls on it, that extra time I feel is going to be a loss and after 20 years to be D level of service, which is not really that much better than now, I think shows that there is a problem with this project.

Thank you very much.

Oh, one other thing. On the pedestrian crossing, normally would support pedestrian-bike transit. We think in order to make this project ADA compliant, it would be very sensitive and you have to develop some kind of system to get to the Jersey side, but also putting pedestrian on an interstate highway is -- even

with barriers is a -- is really a safety problem, and we also are concerned about the parkland and the visual impacts on the natural historic sites. Thank you.

MARK STOUT: Thank you. Mr. Phil Tuthill.

PHIN TUTHILL: My name is Phin Tuthill from Washington Crossing, Pennsylvania. I'm here as a supporter of the bike and pedestrian way. T5

One of the biggest problems we have right now, this ongoing from a health standpoint is obesity. If we don't allow for people to bike to work, it is just going to get worse. This bridge is going to be in effect for 50 to 75 years. More and more people are going to want to bike to work. We are going to be making more allowances for them to do that and if we don't do that now, it's a problem, and I do agree with the previous speaker in that the adjacent bike walking lane may be a problem. I think it might be considered dropped under the bridge that may be a more viable option. It might be more -- less expensive option also and, obviously, then you don't have to go back down as far.

Tolls? User fee as long it was tolls for supporting and whatever. I don't have a problem

with that. But I think the -- I think, again, the bicycle walking option really has to be included for health and future transportation reasons.

One other thing I forgot to mention, anybody has a DUI situation can't drive. We need to allow them to get to work. Thank you.

MARK STOUT: Thank you very much. I apologize for misreading your name. That is all the people that we have so far signed up.

Is there anyone who wishes to speak who has not yet signed? We would be happy to take additional speakers, if you would like to come forward now and sign in in regard to -- yes, sir. If you would please go to the front and sign in so we can have a record and anyone else would wish to speak, please sign in now. That would be appreciated, and we would be happy to hear from you. Yes, sir. Please introduce yourself.

BESRICH PLUMMER: My name is Besrich Plummer. I live in New Jersey by the 29 Interchange and 95. T6

I would like to say that I support the project, but the same time, I'm wondering why a toll system has to be used. I'm sure it's going to be -- the reason is going to be for pay for the construction, but I do

think that's an added burden by the residents of New Jersey and Pennsylvania should be.

However, the 29 Interchange is very very dangerous. It's the worse interchange I've seen, and it has to be improved. There are several accidents there every year, and it's actually a serious situation. Even though the DOT added some yield signs, no one knows who is supposed to yield and every time it is, you take your life in your hands.

So I do support the project, but I'm wondering what the level of service is going to be when is needed. What we hearing is that the level of service D in 2030. That -- what is it going to be now? I'm not sure I saw that in the information packet.

But I think it's a good project overall, and I would like to see something done because the traffic condition is really really bad in the mornings and in the afternoons.

So let's hope something gets done, and I'm not sure what the schedule is for basically design construction and what time frame is. Supposed to be a four-year project. I'm sure that's -- but I don't think. I think the public would like to know that information because

I'm sure it's going to be later construction and certain traffic during construction.

Thank you.

MARK STOUT: Thank you very much. Do we have additional speakers? Please identify yourself.

SARAH DARRON: I'm Sarah T. Darron. T7 I'm a resident of Wilburther Road, which is just south of the project. And if we are going to make this a toll bridge, then people are going to go and use other bridges that are not toll bridges. And those bridges are Washington Crossing Bridge and the Calhoun Street Bridge and the Trenton Makes Bridge. All of those three bridges are very old. I know that the bridges recently had some repairs renovations to it, but in terms of major re-engineering and more traffic, it does not look to me like it has been and certainly the Washington Crossing Bridge is at capacity and the Calhoun Street Bridge is at capacity for the morning rush hour in to Trenton and going home again. So what the heck are we doing here? If we put a toll on this bridge, all you are doing is moving traffic to other bridges which are completely inadequate to handle them. That's the first thing.

Second of all, I live in the area,

and I do think there needs to be more attention to incorporating this bridge design in to the Delaware Canal Park on this side of the bridge and also in to the Canal Park on the other side of the river so that we have a sense that you can approach those parks and use those parks from I-95. At this point there is basically no integration. If you're traveling in a car, you are going right past the parks and if you are traveling on bicycle or pedestrian, you're going under the highway and now we are talking about putting a connection between the two which I think this needs to be done, but there needs to be more integration planning with the park side of the design so that the highway does not mess up the parks and you actually have good access from highways to the parks.

Again, third of all, I agree with the Sierra Club that say this is trying to build a Mercedes. As far as being able to handle future traffic, we need to keep in mind that the growth pattern in this area has basically proved to be unsustainable when it comes to traffic and capacitating power vehicles.

So we need to be doing more to encourage public transit and other kinds of transportation, and I think this project needs to do more over the course of

New Jersey and more traffic and more lanes more confusion on -- I can't believe that you are suggesting putting in roadways on the approaches to the bridge on the New Jersey side. The intersection is very dangerous, and it's mind boggling, and I can't imagine -- those intersections need to be bigger. I know. I live in the area and I know it's a lot of land, but push comes to shove, this is not going to be safe. It's not going to be safe. It's not going to solve the problem, particularly if you have tolls on this bridge it is going to be a bigger problem in the immediate vicinity with bridge crossings. Maybe we need another bridge crossing. Maybe we need another bridge crossing rather than expanding this one, but this project seems to me to be a disaster.

MARK STOUT: Thank you. Do we have additional speakers that have signed in? If anyone wishes to speak, please come forward and sign in, and we will be happy to hear your comments.

Please identify yourself.

RICHARD ADAMS: Richard Adams.

MARK STOUT: Excuse me. Could we -- can everyone try to be quiet so we can hear the speaker?

Can you speak clearly close to the

mic, so we can make sure we hear you? Thank you.

RICHARD ADAMS: Well, I certainly agree there needs to be something --

MARK STOUT: I'm sorry. Can you state your name again for the court reporter?

RICHARD ADAMS: Richard Adams, T8 Yardley, Pennsylvania.

MARK STOUT: Thank you.

RICHARD ADAMS: I certainly agree that there is a need to expand the bridge, but looking at your design, I see that there is, in my opinion, there is some shortcomings here.

The interchanges on both sides, I think, certainly need some further study. I hope that there is information available as to the car count, vehicle count on each side and on the interchanges on each side of the bridge.

The addition of the traffic lights on the Pennsylvania side seem to be a very backwards way of attempting to resolve that interchange. There is real estate between Taylorsville Road and the Delaware Canal on the Pennsylvania side. It is uninhabited. It's been that way for many many years. I would certainly think that

whoever owns that land would be more than glad to give it up and stop paying tax on that if you folks can use it for a full clover leaf.

Over on the Jersey side, putting those little roadways in certainly makes no sense, in my opinion. There are some places in New Jersey in recent years that they have been built. Hopefully you folks have or will go and study those locations and the car counts and vehicle counts at those locations, observe how the people have to constantly slow down and stop and then start up again with increased emissions in doing so to get back up to speed.

I'm also very puzzled about putting a toll on the bridge. As the previous person stated, that's only going to drive people to use one of your other bridges. I would hope that if you put tolls on this bridge, that the State of New Jersey and Pennsylvania would legislate your organization and not allow you to use the tolls, to build sidewalks and curbs in adjacent communities to all the bridges as you have down in the past, I guess, it's two years from doing that. Obviously, the money that you people use to put sidewalks and curbs and other improvements in these adjacent communities from the tolls that the common

people that have to use your bridges to get to and from work should not had been used to improve the communities on both sides of the river. If those people wanted new sidewalks and curbs or whatever other improvements you people provided them, they should tax their people and, we, the people that use your bridges, should not have to pay to improve their communities. Let them tax their people and make their own improvements.

I believe that your plan is not to use the existing piers. That certainly seems to be an awful waste of money to remove the existing piers. I'm sure they are in good order and would last many many many more years. I think it would be better for you folks to put wings on the existing piers, as you did in Morrisville Toll Bridge, in order to widen the lanes.

I was unaware until I came to these meetings of these thoughts of putting in a bike or walking path and I listened to the concerns of those people here this evening. I'm wondering whether it might be an idea of beings you don't need much in elevation for a walking or biking path is to put them on the under side of the bridge to rule out any possibility of horrendous large vehicle accident that might spill over in to bike or walking lanes

if in actuality you built a bike and walking lanes.

Again, I do feel there is a need for improvements to the bridge. I feel it would be an injustice to put a toll on it, and I think you really need to look at the interchanges on each side to see if you can come up with interchanges that will improve the traffic flow instead of hindering it by having to slow down. Thank you.

MARK STOUT: Thank you. Do we have additional speakers that have signed in? If anyone else wishes to speak for the record for the public hearing, if you would just step forward and sign in, we would be happy to take your testimony.

If there is anyone else that would care to speak for the record, we would be more than happy to hear you. If you would kindly step forward and sign in. If there is no one else at this time, we will -- the public hearing will remain open until nine o'clock, as advertised.

So if anyone does wish to speak, please go and sign up. We would be happy to hear you. Until that time, until we have someone sign up, we will stand in brief recess until we have speakers.

Please feel free. We will be here until nine o'clock so if you wish to speak, please let us

know.

- - -

(Recess taken from 8:00 until 9:00 p.m.)

- - -

MARK STOUT: May I have your attention? There is no additional speakers that have decided to speak at this public hearing, we will resume tomorrow evening in Langhorne at the posted time and place, and we stand for adjournment until tomorrow's meeting.

(At 9:00 p.m. proceedings were concluded.)

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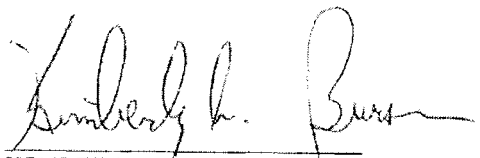
C E R T I F I C A T E

I hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me in the above cause and that this is a correct transcript of the same.



KIMBERLY A. BURSNER
Court Reporter

TP1 DAVID W. THOMPSON. One comment is generic. Whenever you are doing anything, notify me at the Township, because from our perspective on the New Jersey side there is no town impacted more than Ewing.

95 goes through. All plans for roundabouts affect our traffic. It is Ewing that is impacted by this project. We ask that we be notified.

Two years ago I asked the question directly at the hearing was it contemplated that tolls would be added to this bridge? The answer was, no.

Out of the blue we're blindsided to learn that tolls are going to be put in place. That's what I mean by communicating with the Township.

Had I known that I could prepare our elected officials before we read it in the paper. There's nothing an elected official likes less than being caught with their pants down. That's my generic comment.

Specifically, the latest proposal, the way it is designed, my read is the exit,

interchange, third exit from the bridge now, whatever that is, it would be the last exit before the bridge under the new bridge. Bear Tavern Road is our road. Whatever the exit is.

Bear Tavern Road has got a 1950 layout. If you jam all of that traffic onto Bear Tavern Road without improving it, I can't see it. That's a local concern that we have, about the Bear Tavern Road exit.

Secondly, is the roundabouts. We agree the current configuration looking left, right, these roads are crossing and dangerous. That's a good thing they will be changed. I'm.

Not certain that the roundabouts is the answer. I specified that previously. We still would like an opportunity to provide more input how we think things might be improved at what is today the last exit before the bridge and second to last exit before the bridge, in particular the last exit before the bridge at 29 getting onto 95 and off of 95 and how that works.

TP2 ALAN FRANKLIN. In terms of testimony, I am a Yardley resident for almost 40 years. And

I am very familiar with the Ewingville Bridge or the Yardley Bridge, a bridge between the Calhoun Street Bridge and the Scutter Falls. The bridge is at the foot of Afton Road in the center town of Yardley.

And the purpose of that bridge, which was built in 1715, was to connect Ewing, then Trenton, with Yardley.

It was a horse bridge and a covered bridge. Very similar to the one in Madison County. It was beautiful. In 1955 the bridge washed out.

When the bridge washed out that was the genesis for the Scutter Falls Bridge built in 1969.

If you were going to alleviate traffic congestion for the people that live south of Yardley Borough that have to go through Yardley Borough to get onto the Scutter Falls Road to get onto 95 north, you would have thought that a local bridge would alleviate a lot of the traffic that still goes through Yardley, but now to wait to get up on an up ramp to get on the Pennsylvania side to go over to New Jersey.

This expansion is an excellent idea, but for some reason did not include resurrecting the old bridge, as a theater bridge to help people quickly get onto 29 on the New Jersey side.

TP3 DAVID BURCHELL. Concerning the construction of the bridge, I'm concerned about the toll generating aspect. I'm in particular interested in why we shouldn't privatize the Delaware River Joint Toll Bridge Commission rather than make it a continuing political situation for the two states.

That's my main concern, about the tolls.

TP4 JOHN MORRISON. My concern is the toll. Number one, because of the current congestion, a toll would add to the congestion or the same as it is now. It is only going to slow down traffic.

I heard everyone is required to have Easy Pass, or if they didn't they would get a bill in the mail.

My third comment was that I thought why isn't the stimulus money promised to states by the government used to pay for this, because it

is an interstate instead of taxpayers paying for it? Stimulus money was supposed to be for projects just like this.

TPS

PAUL SCHORR. I believe the report fails to assess the alternatives such as light rail, BRT. And on the negative side doesn't fully consider the impact of sprawl.

Presently the document gives just a build alternative of your average AADT, however, for the no build alternative, it is 76,500.

There is no document either listed in the references or in volume one which adequately explains from where the additional travel assignments are made, whether due to additional residential development, whether they are diversions from other streets and roads, whether they are within or outside the planning area.

It is my understanding that the Delaware River Regional Planning Commission prepared a report called travel projection report for I-95 Scutter Falls project.

This document was delivered to the consultant, however, it is not listed in the

references. It would be appreciated if, in fact, the consultant could provide that document and indicate how they used it for assessing the environmental impacts of the alternatives that I just described.

In other words, if, in fact, residential development is planned for certain areas that could be served by light rail or served by bus rapid transit, whether or not that was a considered alternative.

I believe that the cost of the alternatives is ipso facto less.

(Whereupon, the hearing was concluded at 9:00 PM.)

C E R T I F I C A T E

I, AUDREE E. BURG, a Court Reporter in and for the Commonwealth of Pennsylvania, hereby certify that the foregoing is a true and accurate transcript of the deposition of said witness who was first duly sworn by me on the date and place hereinbefore set forth.

I FURTHER CERTIFY that I am neither attorney nor counsel for, nor related to or employed by, any of the parties to the action in which this deposition was taken, and further that I am not a relative or employee of any attorney or counsel employed in this action, nor am I financially interested in this case.

AUDREE E. BURG
Court Reporter

Transcripts of the Public Hearing & Private Comments
Session 2, January 20, 2010

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

- - -

PUBLIC COMMENTS REGARDING SCUDDER FALLS PROJECT

- - -

WEDNESDAY, JANUARY 20, 2010

- - -

Meeting held in the above-captioned matter at Sheraton Bucks County Hotel, 400 Oxford Valley Road, Langhorne, Pennsylvania at 7:00 p.m., before Kimberly A. Bursner, Court Reporter and Notary Public.

2010 FEB -5 PM 1:18
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
NHL-HEADQUARTERS

BURSNER & ASSOCIATES COURT REPORTING

P.O. BOX 1099
NORRISTOWN, PA 19404
(610) 279-2711 (c)

SCUDDER FALLS BRIDGE PUBLIC HEARING - 1/20/10

MARK STOUT: Good evening. The public hearing on the environmental assessment for the I-95 Scudder Falls Bridge improvement project is now in session. My name is Mark Stout, and I am the public hearing moderator. I ask the audience's understanding while I read the following statement in to the record.

This public hearing is being conducted in compliance with the Pennsylvania Department of Transportation Act of 1970 in Section 128, Title 23 of the United States Code, Section 106 of the National Historic Preservation Act, as well as New Jersey Department of Transportation policies and procedures.

The legal notice for this public hearing and the environmental assessment/draft Section 4F evaluation appeared in the Bucks County Courier Times, the Bucks County Herald, the Trenton Times and the Trentonian upon the release of the EA document on December 9, 2009. Legal notice, again, appeared in these papers in January 2010.

The Delaware River Joint Toll Bridge Commission is conducting this project in cooperation with PennDOT, NJDOT and the Federal Highway Administration, FHWA.

The project's locations are Lower

Makefield, Bucks County, Pennsylvania, and Ewing, Mercer County, New Jersey.

The purpose of this hearing is for the Commission to present a brief project description and, most importantly, collect written and verbal testimony regarding the environmental assessment for the I-95, Scudder Falls Bridge improvement project.

Speakers wishing to provide verbal testimony at this hearing must first register at the entrance table. The hearing is being held over a two-day period. First in Ewing, New Jersey, and then in Langhorne, Pennsylvania. Each day, the hearing is to be preceded by a two-hour open house where project plans are displayed and project staff is available to answer questions.

The public has until February 4, 2010, to submit comment. After this hearing, written comments should be committed -- should be submitted to the Commission through Kevin Skeels, the project manager. His address is included in the legal notice and on the comment cards.

E-mail comments also may be submitted at ScudderfallsbridgeEAcomments@HNTB.com. All substantive issues raised at this hearing or received during

the comment period will be reviewed by the Commission and FHWA in conjunction with PennDOT and NJDOT.

The FHWA is the lead federal agency with respect to various environmental laws and regulations pertaining to the environmental assessment process and this project.

Before the floor is open to testimony, it is customary for the project agency to make a brief statement and the project team to give a brief presentation.

I would now like to introduce Frank McCartney, executive director of the Delaware River Joint Toll Bridge Commission.

FRANK McCARTNEY: Thank you. That's not necessary. I do appreciate it, but -- on behalf of the Commissioners of the Delaware River Joint Toll Bridge Commission, it's my privilege to welcome you to tonight's public hearing.

This forum, like last night's in Ewing, New Jersey, provides you with an opportunity to participate in the project development process. The public participation process for this project has been extensive, and I will take the time -- and I'll hope you'll bear with

me -- to list exactly how extensive it has been.

There were five stakeholder meetings with environmental, transportation, smart growth and business and industry groups. There were ten public open houses and township meetings on both sides of the Delaware River. Four presentations were made to local organizations such as the Chambers of Commerce, regional and municipal engineering and advocacy groups. Four special agency coordination meetings were held with environmental resource and regulatory agencies of the federal government, Commonwealth of Pennsylvania and the State of New Jersey.

Four meetings of an inter-agency group composed of transportation, regulatory and planning agencies and county and local officials were also held.

Correspondence with agencies continue throughout the development of the environmental assessment and are documented in the environmental assessment report.

Finally, the Delaware River Joint Toll Bridge Commission issued ten newsletters in conjunction with this project. The latest was issued just last month. The websites were also established and they maintain -- they remain in operation today and will continue to remain in

operation.

The importance of this project cannot be overstated. While the existing I-95 Scudder Falls Bridge is safe for the short term, it is now more than 50 years old. It's exceedingly narrow and it lacks the required capacities for current and future traffic that has been documented in the preliminary engineering process.

During morning and evening peek hours, I-95 experiences frequent back ups and delays related to commuter traffic. Congestion and safety problems at this location are further exacerbated by the proximity of adjoining ramps that one media outlet described as kamikaze interchanges. Disproportionate number of accidents occur at these locations. Those of you who use the bridge know what I'm talking about.

In May of last year, a truck accident on I-95 at the Route 29 interchange forced the closure of the Bridge's four lanes for hours causing traffic problems throughout the entire region and triggering a series of residual accidents, some as far away as the Route One Toll Bridge.

The public hearing tonight is the latest step in the process that began six and a half years

ago. The Commission appreciates your interest in this important project and thanks you for your participation tonight.

MARK STOUT: As is customary, we will now have a short presentation on the project by project manager, Bijan Pashanamaei, of AECOM.

BIJAN PASHANAMAEI: Good evening. It's a pleasure to be here tonight. This is a major milestone for the Commission and also for the project team as we have been working on this project for six and a half years, and we have reached, what we believe, is close to the conclusion of the project.

Next ten minutes or so I will be presenting a brief summary of the project and the level of study that we went through and the type of alternative to look at.

The purpose of the project is, obviously, to alleviate traffic congestion. It's also to improve operations. Many of you travel this corridor and are very familiar with the interchanges and the inadequacy of them and, also, some of the safety issues that are out there in the existing corridor.

The project needs, of course, is the

bridge itself, as Frank mentioned, is 50 years old and is functionally obsolete because of its lane arrangements. It also has inadequate inside and outside shoulders and the acceleration and deceleration ramps on the ramps are very inadequate for current standards.

Roadway capacity is also inadequate for current traffic and also for future. Interchanges, as you well-know, also inadequate based on today's current standards.

The project goals were to design the improvements based on ASHTO, which is the national standards for highway design, and also based on PennDOT and New JerseyDOT standards for geometrics, lane and shoulder and accel-decel lane. Structures are also -- were designed accordingly.

The level of service for the project was established at D as this area of I-95 is categorized as urban.

The limits of the project was established from Pennsylvania in Pennsylvania from 332 in Newtown and extending to Taylorsville Road Interchange in Pennsylvania, again, over the river and terminating in Bear Tavern Road in New Jersey.

Next three slides kind of walks you through what the corridor is. The first light is the 332 area moving throughout New Jersey. The rest area is shown in this side and part of Taylorsville Road Interchange, the Scudder Falls Bridge and, finally, the termination of the project at Bear Tavern Road. These two terminis were determined based on the traffic flow in the morning and the afternoon and the number of lanes that were in the corridor itself.

Next few photos are typical morning rush hour traffic. Again, most of you live in this area know the conditions. This particular picture is at 332. Continuing down near the rest area at the Taylorsville Road Interchange and, again, this is the on ramps at Taylorsville Interchange.

The next exercise that we went through was looking at the existing Scudder Falls Bridge to see if it was feasible to widen this bridge to accomplish the width that we needed or should we replace it in its entirety. Typical picture of underside of the bridge is non-structure. It is an older design that's no longer used in current standards.

As part of our study, we determined

that, again, the bridge was not a new structural ideal system is 50 year old. Can't be easily widened and when we went through the cost analysis based on replacement versus widening, we determined that over the life cycle of the bridge of 30 to 40 years, the replacement was actually less costly than widening the existing bridge, so we recommended that the bridge to be replaced in its entirety.

Next, based on the traffic projections that we received from the Planning Commission for the area, we performed traffic analysis for the corridor to determine the number of lanes that we needed. Conclusion was that we needed one additional lane on I-95 between the terminis of the project from 332 and Bear Tavern Road, and on the bridge we also needed two auxiliary lanes in the northbound direction and one auxiliary lane in the southbound direction to be able to handle the traffic between the two interchanges.

Then we continued with the design alternatives and the process was looking at evaluating the design options for each project segment and then identifying the key distinctions between each of them, analyze the distinctions and identify a preferred-design option for each of the segments, and then at the end we combine the four

segments in to the preferred alternative.

The four segments that we divided the projects were I-95 in Pennsylvania, the Taylorsville Road Interchange, the bridge itself, and then the Route 29 Interchange in New Jersey. For the main line and I-95, we looked at two different options. Inside widening or outside widening. This picture shows what an inside widening would look like, and then outside widening is also shown in this picture.

Now, point of note, inside shoulders are shown at 14 feet. This is a provision for future possible bus traffic transit that the New Jersey Transit right now is studying that could possibly reach to Bucks County, and we wanted to make sure that we had provisions within that corridor should that project come to fruition.

When we looked at the impacts of inside and outside widening based on the impacts of various levels, we determined that the inside widening was the preferred option for this segment.

Next we looked at Taylorsville Road Interchange. We looked at four different options for the interchange itself as far as a combination of ramps. This is existing Taylorsville Road Interchange. It's a partial

clover leaf. This is one of the options we looked at. It's called option two, and essentially the southbound ramp to northbound Taylorsville Road is eliminated and combined with the next ramp in to a loop around in to a signal.

Option three was just the reverse of that. The northbound ramp from Taylorsville Road to I-95 was eliminated and combined in to a loop ramp. Again, we analyze the impacts of the four options, and at the conclusion we determined that option two was the ideal option for this part of this interchange.

Next we looked at Scudder Falls Bridge in terms of lane arrangements. Looked at what's called the contra flow. We also looked at double deck bridge, the standard lane and also a collector distributor road. This is a typical section of what the contra flow lane would look like. In essence, it's reversible. The middle lane is a reversible lane, similar to some of the bridges down in the Philadelphia area like Walt Whitman and Ben Franklin with reverse space on the peek traffic flow. We also looked at the double decker. As I mentioned, you can see the scale of the bridge to meet the lane requirements.

Next slide is the standard lane

arrangement and as you see, the arrow pointing up is going towards Pennsylvania -- toward New Jersey. Three lanes are for through traffic and two lanes are built for interchange activity. The arrow pointing down is coming to Pennsylvania, three lanes for through traffic and one lane for the interchange activity. We are also showing on the left-hand side a option of bicycle pedestrian facility.

Looking at the various options and their impacts, as first series of analysis, we eliminated the contra flow and double deck options from the analysis.

We preferred and analyzed the standard versus CD road, and we determined that the standard lane addition on balance was the preferred option.

We also looked at the widening, whether it should be downstream, upstream or about the centerline of the existing bridge. And, again, as we analyze the impact of the three alignment options, we determine that the upstream widening was the preferred way to go.

In essence, the sudden edge of the bridge or downstream would be held and only bridge widening would be to the north or upstream.

Next was 29 Interchange. We looked

at four different options. 1A, 1B2 and 1C.

Existing interchange. This was what's called option 1A, which is a folded-diamond option, standard interchange configuration. This is what's called option 1C or round about. This was an option that we spent significant amount of time analyzing it, and this was an option that was heavily endorsed by New JerseyDOT.

And option two was yet another configuration for this interchange. Again, as we analyzed the various impacts, we determined that option 1C or the round about was the preferred option for this interchange.

At the conclusion of the analysis of the four segments we put the four options together, and that comprised the preferred alternative for the project, and that's what you have seen on the canvas map here at the open house.

We also looked at a bicycle pedestrian facility, and we analyzed this based on federal highway criterias and the facility meets most of the criterias as far as the ability to provide access for recreational activity and commuting purposes. The only issue with this facility right now is the cost of $18 million. The Commission is deferring the decision until

the final design when a better cost estimate can be developed for the entire project.

So, in summary, the benefits of the proposed action is it replaces the aging bridge structure; eliminates the fracture critical and non-redundant Scudder Falls Bridge; provides an acceptable level of service of D for the corridor for the planning year which is 2030; improves traffic safety by providing design features that meets current standards; New Jersey Transit propose BRT. It also reduces traffic noise levels from current level, and it also provides for economic expansion.

One of the other challenges we had on this project was working in the river, and we had determined that there were threatened endangered species in the river, most notably short nosed sturgeon that spawns in the Scudder Falls Bridge area. There are also yellow lamp muscles abundant and Atlantic sturgeon uses this area as they travel up the river.

At the conclusion, the option to work in the river was to build on a causeway. We looked at two different causeways, an earthen causeway and a trestle type. In essence, building a low-level facility to be able to get in to the river for pier construction.

This is a picture of an earthen causeway and a trestle causeway, and through analysis, I'm working with National Marine Fishery Services which determine that the trestle causeway and balance was the option that would provide minimum impact to the threatened endangered species. Also, the causeway at all times, they will only be through half the river. The rest of the half will be open for recreational purposes.

Some of the impacts to the T and E species include small amount of loss of habitat. Again, less than half an acre of temporary loss. The mitigations are currently being worked with the National Marine Fishery Services. We have moratorium that will be established for the project of no work in the river between 15 of March and June 30th. This is working in the river itself. Most of the construction can occur from the causeway as far as pre-constructions are concerned.

There is some mitigations for yellow lamp mussel as we go through project, and we are also providing alternate habitat for Peregrine falcon that currently nests on the bridge.

The proposed action and impact on property and right of way, we have determined one residence

that will be displayed, and there will be 14 partial impacts of which four are residential, three are undeveloped and five are state or municipal owned. And the analysis and right-of-way acquisition is going to be based on standard accepted practices.

Some of the other mitigations and impacts. There is some adverse impact on D and R Canal. We are developing a programmatic agreement with the D and R Commission to mitigate the impact throughout the project. It will also have some effect on the archeological resources. That is currently being handled through additional field work.

As far as wetlands concerned, the impact is minimal, a point -- less than an acre. There are some ten acres of floodplain impact that we are going through some detailed studies in the next phase of the project. We are adding about 20 acres of impervious area because of the widening, and those are going to be mitigated by storm water management facilities throughout the corridor.

Recreational and parkland impacts, again, half an acre of impact to D and R Canal, and those are going to be mitigated by providing aesthetics to the

bridges that span the canals. There is some construction adjacent to the D and R Canals. Again, those are going to be mitigated by protecting the tow path during the construction. The river itself, as I mentioned before, at all times half of the river will be open for water flow and also recreational activities.

Major part of the project was also noise study. It was based on New JerseyDOT and PennDOT criteria. Some initial mitigation locations were identified based on these two criterias. We held a series of public hearing after the initial study, received additional comments from the residences in the area. Ultimately, the Commission decided to provide additional mitigation by additional eligibility of the areas. In essence, we're providing three miles of noise walls throughout the corridor. For the most part, most of the residences are impacted are being mitigated.

Next three photos are the location of the noise barriers. What you see in red were initial mitigation sites that were determined based on New JerseyDOT and PennDOT. What you see in white were the additional sites that were developed based on the Commission criterias.

This is the area near the rest stops

and you see the white portion of the noise barrier that we are adding, Scudder Falls Bridge area and the area near the Bear Tavern Road. Thank you.

MARK STOUT: Thank you, Bijan. Before the floor is open to testimony, I need to outline the guidelines for providing testimony. There is one public hearing for this project, but it is being held on two separate dates at two different locations. Any individual who spoke yesterday evening is not to provide additional verbal testimony a second time tonight. Speakers wishing to provide verbal testimony at this hearing must first register at the entrance table. Elected officials will be called to the podium first. Additional speakers will be called to the podium in the order in which they register.

Verbal testimony will be limited to five minutes as a matter of fairness so everyone may have an opportunity to speak. Written testimony also may be submitted to supplement verbal testimony or in place of verbal testimony. Comment cards are available for this purpose. Individuals with written testimony should submit it at the stenographer's table. A stenographer also will remain available throughout this hearing to take testimony privately from anyone who wishes to do so.

This hearing is strictly for taking testimony. There will be no cross-examinations, questioning or responses to any speaker either from the floor or the chair. Rather this process enables a public hearing -- public record to be gathered on effect of the proposed action. Please make statements only.

Please be courteous and refrain from commenting during other's testimony. If anyone has already testified and addressed an issue you were prepared to speak about, please be brief in repeating it. When you come to the microphone, please state your name and identify any organization, individuals or person you may be representing.

I call first Representative Steve Santarsiero.

STEVE SANTARSIERO: Thank you. W1 Thank you very much. I want to thank Frank McCartney and the Bridge Commission for holding this hearing today and as Frank mentioned, it has been a long time coming. We have had six years and I'm sure many of us in the room have been involved over the course of those six years in a succession of different hearings such as this that we have had, and it's good that we are getting closer to the final goal line, but there are a number of issues that remain outstanding

that I believe need to be addressed, so I am here tonight in my capacity as the state representative for the 31st District which is made up of Lower Makefield Township, Yardley Borough, part of Upper Makefield and the two Newtowns because those are the communities that will be most impacted by this project and, ultimately, many of the folks who live in those communities, of course, use this bridge and these roads on a daily basis.

There are two main issues that I would like to address tonight and a third that was raised in the presentation that I will address last, if I may.

The first issue has to do with the proposal to toll this bridge. I have submitted a letter today that the Commission will receive that requests that before any final decision on that issue is made that the Bridge Commission perform a full and complete impact study.

The reason I'm calling for that is the following: When the idea to toll a crossing like the Scudder Falls Bridge is undertaken, it has an impact not only on that crossing, but on all the other crossings that are in the nearby area. For example, tolling of this bridge could increase traffic theoretically to the Washington Crossing Bridge, as we all know or most of us know, is a

very narrow crossing and not made for that type of traffic, or the Calhoun Street Bridge down between Morrisville and Trenton, a similarly small bridge. Although it is going to be renovated, it's my understanding it's still probably not adequate to take that kind of traffic.

Moreover, diverted traffic from this crossing has an impact in the neighborhoods and the roads leading to those other crossings that has to be taken in to consideration before any final decision is made. There also could be an environmental impact, both in those neighborhoods and in the roads, the collector and arterial roads that lead from this area to those other crossings.

So my first request is that the Commission commit itself to a full impact study before it make any final decision, and that it open the results of that study to public comment so before any decision is made, we have, similar to tonight, a full and complete opportunity for the public to weigh in.

I believe that the next Commission meeting itself in Lambertville will be on the 22nd of February, and I'm requesting that this issue be placed on the agenda at that meeting.

The second issue I would like to

raise is the one that deals with the sound barriers, and I would be grateful if someone from the Commission could go back to the computer for a moment and go back to those last few slides that detail the sound barrier configuration as is currently agreed.

Let me start by giving a little bit of history for those of you who may not be as familiar with the discussions that have happened over the year with respect to the sound barriers. Not surprisingly when this project was first proposed, many of the residents in the neighborhoods that are on either side of I-95 in Lower Makefield Township were concerned about the impact of the widening of I-95 and how that would affect their quality of life, in particular with respect to the noise level.

Those of you who live in those neighborhoods now know that the noise level at the present is considerable, and although the widening of the road is not going to immediately result in an increase in volume of traffic, as the Commission has noted over time that will happen, which is why the widening is being done.

So early on, a number of us in the community, and particularly the township, advocated for the sound barriers and after a number of years of discussion,

we're grateful that the Bridge Commission finally did agree to implement sound barriers and as was pointed out in the previous discussion, to increase those sound barriers and those white lines that you see, in this case, on the slide nearest the river.

If we could just go back one slide, you'll see that there are a number of what I'm calling gap areas that have yet to be addressed as potential sites for additional sound barriers. About two years ago when I was on the Lower Makefield Board of Supervisors our township requested that the Commission look at providing additional barriers in those so-called gap areas. One of the first gap areas is in this slide. It is on the southbound side or to the north of I-95 right behind the truck stop, and it's between where those two red lines which are proposed barriers, the gap between the two of those. That's one section.

I've walked the neighborhoods that you see just to the north of that right behind that truck stop both in the winter and in the summer, and I can tell you that the noise is considerable there and that's an area where I believe the township agrees needs to be filled in.

If you can go back to one other

slide, please. This one is going to be a little tough to see because it is not included in -- it's partly covered in this slide and in the other one. But if you start by looking in the upper right-hand corner of this slide, where you see what is an open farm field there is a large area to the north of that is Quarry Road, that is not covered currently or projected to be covered as part of the sound barrier program. Again, on the southbound side or the northbound side of I-95.

If you are looking at it right now, there you see a field you might think, okay. Well, there is not going to be a lot of impact, but you can see on the edge, just on the very top edge of the screen, there is a red line delineating properties in another neighborhood. There is not much room there and, again, considerable noise, and I've walked that neighborhood as well coming from the existing traffic. So, again, when we requested additional barriers two years ago on behalf of the township, we included that area covering that field as well.

The last gap area is right in front of Bridle Estates further down in about the middle of this slide between the white line which delineates the most recently added sound barrier and the red line just south of

that. That's the last gap area. And, again, looking at it in an aerial photograph you see that it covers primarily a farmer's field, and you might be inclined initially to think, well, there shouldn't, therefore, be an impact. The problem is because that's a farmer's field and it's a direct open line to the houses in Bridle Estates behind that, there is nothing to break that noise right now, and that's a significant gap that's going to effect the neighborhood of Bridle Estates so, again, we included that gap area as the other request to be included in the -- in the program for sound barriers.

I want to tonight reiterate the request, both on behalf of Lower Makefield and also on behalf of all the people in this -- in my district, that those gap areas being included in the final project design. My recollection from a couple years back is that the cost of these sound barriers run roughly $1 million a linear mile, and I could be wrong about that. But the point is we're looking at an area that is far smaller than a linear mile, so we are looking at probably something on the order of about 500,000, perhaps less to cover these areas, but the impact and the protection that they will afford to residents in those neighborhoods is considerable. And so we would ask

that they be included. Certainly if you are looking at in terms of the cost of the bike path, which I don't necessarily think is a bad idea. That is coming in at 18 million. Certainly this is a marginal extra cost to help improve the quality of life in those neighborhoods.

So I sent a letter today as well on that issue requesting that the issue of the sound barriers be put on the agenda again, for the Commission's February 22nd meeting.

These are important issues for the quality of life of the people of the area. Ultimately for this project to work and to work well and to achieve the goals that I believe the Bridge Commission rightly wants to achieve, which is to have a project that will stand up for the next 30 years. These are things that we ought to be doing at a minimal extra cost.

The last issue that I would like to raise is one that was highlighted in the presentation that we saw just a moment ago, and that was a recitation of the fact that the additional roadways will increase -- will increase the impervious surface coverage by about I think it was 20 acres, if I'm not mistaken. That's a considerable amount of impervious surface. And while I appreciate that

the Commission will be working on storm water management for that increase in impervious surface, I urge them to work closely with Lower Makefield Township and with Yardley Borough, which are likely to be the two most directly impacted municipalities by that increase in impervious surface, in making sure that whatever storm water management solution is ultimately adopted as part of the final design plan be one that truly does address those issues and is cognizant of the fact that we're talking about storm water run off that ultimately goes in the Delaware River, which I don't have to tell any of you in this room, has been a major issue for our area, especially with the last three floods the last four or five years.

So with that, again, I want to thank the Commission for holding this hearing today. I request that these issues be placed on the agenda on February 22nd and I invite the public and I would hope that the public would support those requests and participate in that meeting as well. Thank you.

MARK STOUT: Thank you. Our next speaker is Andy Warren.

ANDY WARREN: Thank you, Mr. Chairman, and I am Andy Warren. I am here tonight to

W2

offer testimony from two perspectives. One, professionally as the executive director of the Penjerdel Council and, second, as the husband of a teacher in Hamilton Township who every day uses the Scudder Falls Bridge to commute from home in Shady Brook to -- in Bucks County to teach in Mercer County, New Jersey.

Penjerdel Council is an organization of professional men and women who support education programs in Pennsylvania, New Jersey and Delaware and support projects that will enhance employment opportunities within the tri-state area. The process that we see at Penjerdel one does not have to be a professional engineer to conclude that any bridge 40 plus years of old with a level of service presently of F or below that averages a volume of 60,000 vehicles a day projected to 76,000 with on and off ramps that, at best, can only be described as harrowing is actually a functionally obsolete structure.

Prudent stewardship by the Joint Toll Bridge Commission demands immediate financial investment to ensure that the Scudder Falls Bridge does not very quickly slide from functionally obsolete to structurally deficient.

The Penjerdel Council strongly

endorses the total bridge replacement to design year 2030 as outlined in the program and the concepts presented this evening.

Similarly, the Penjerdel Council in general and this particular member of one family that would be affected on a daily basis endorse the tolling of the bridge or the idea of a user pay.

In closing, as with most new construction, it is understood that sound walls will be a part of this project. Penjerdel Council believes that there would accrue a great deal of benefit to the community and the Bridge Commission if residents of the effected communities would be involved in the selection and design criteria of sound walls at the beginning of the project.

The Penjerdel Council appreciates the Delaware River Joint Toll Bridge Commission's undertaking of this project which will enhance commuter safety while at the same time become a multi-faceted economic stimulator.

Thank you very much, Mr. Chairman.

MARK STOUT: Thank you. Our next speaker is Mr. Tom Socha.

TOM SOCHA: Thank you, again, for W 3

this public hearing. I think it's very helpful for all involved. I would like to echo some of the sentiments as expressed by our representative earlier.

We have heard a lot today about what the project has done over the last six years, and it has been six long years for this project, and I can't help but think as to why only on December 21st we heard of the toll. This is a huge change to this project. I speak to you tonight not only as a resident of Lower Makefield Township, but as also an investor who invests in municipal bonds. My company and myself have -- has invested in numerous bridge and toll road projects. As part of the investment process, we look at the environmental assessment which we are here to talk about tonight. I have never in my investment career come across an environmental assessment on a new toll that has not shown the impact to the local community of that potential toll.

We have heard quite a few meetings that had been held and there has been a 561-page document discussing the environmental assessment. Let me be clear. That is not a complete environmental assessment. It does not take in to account the impact of a toll to the surrounding community.

From an investor's perspective as well, I look at the potential risks of whether or not I'm going to get my money paid back and as a toll, I need to look at whether or not there is going to be an increase or decrease in demand. Every project that I have looked at there has been a decrease in usage from a toll and as of -- as a matter of fact, there has also been a new travel pattern as a result of those tolls. Do not discount the impact to our community from a change in traffic patterns as a result of a toll. Every project that I've looked at there has been a change.

So, as a result, before we go further on this project, and as a matter of fact that this project -- that the change to this project only came about on December 21st in the eleventh hour after the environmental assessment has been completed, I strongly urge the Commission and my fellow residents of Bucks County to also urge the Commission to go back, reopen the environmental assessment while everybody is still mobilized, while the data is still fresh, to go back and to look at this. I don't think there are many people here that can doubt the validity of this particular project given the safety matters, as I travel it and my family travels it

almost on a daily basis.

The fact is we need to look at the potential impacts to our community and our local roads. If anybody has traveled River Road or either of those bridges -- and it's only two miles to get to the Washington Crossing Bridge, people will divert that traffic and that traffic will either go on Taylorsville Road or on River Road. Those roads cannot handle the increased traffic. Never mind the fact that the Washington Crossing Bridge, which I need to bring my rear view mirror in every time I cross it, can handle that increased traffic as well too.

So, for the record, I would like the Authority or the Commission to reopen the environmental assessment, study the potential impact of a toll. We have gone through just recently the entire presentation and not one mention of the word toll, except for in the name of the Commission. Thank you for your time.

MARK STOUT: Thank you. Our next speaker is Bob Prasonski, and I apologize if I mispronounce anyone's name.

BOB PRASONSKI: Mighty fine people W4 here tonight speaking some might fine words. I'm not going to talk as nice as they did, but it's a game for me, as most

things are as you get older, become a little more with your encounters with other people.

Instead I want to start with, I don't trust the Delaware River Joint Toll Bridge Commission. I read this doggone compact, this Congressional compact, that Congress gave them to operate under 25 times at least, and I cannot find language in there that can justify the residents of Pennsylvania and New Jersey buying the original Yardley Bridge, buying the original Scudder Falls Bridge, which is the Yardley Bridge replacement, and then buying the Scudder Falls Bridge again. That's three bridges. Seems to me that we residents of Pennsylvania pay for the people in Harrisburg to cross the Susquehanna River and isn't that what government is. We don't say, hey, that's your bridge. You pay for it. You cross it. You got to pay.

So here we, the residents here in Lower Bucks County, are paying for those bridges. And I'm not complaining about that. That's what government does. People have people. So the Lower Bucks County people pay for all the bridges in Pennsylvania, but now we are being asked to pay for a $310 million bridge and since most of the traffic on that bridge, as I understand, is locals, that means the locals are paying. I mean, that's quite a burden

to put on their backs. And what does 310 million mean? Well, isn't there interest? I mean, when you borrow money from the bank for a mortgage, isn't there interest? So what's the total number? Is it really 310 million? Ten years, fifteen, twenty years down the road, or is it considerably more?

Now, with this business of not trusting the Bridge Commission, why would a person get up here -- the Bridge Commission people are fine folks. Don't get me wrong. Every single one of them that I met so far are gentlemen and good people, and I'm more for having met them, but the Bridge Commission, I just don't understand. It's a corporation. Supposed to be a person, the legal part of it is strange. Give you an example.

The Bridge Commission operates a bridge in Morrisville called the Trenton Makes, World Takes Bridge. Probably all saw it. I'm old enough to have seen that bridge as the only bridge if you traveled from Maine to Florida that you had to cross. According to this paper here, this compact, it kind of says that they got to -- the Commission is charged to take care of these bridges and keep them as they are. Free bridge is free and repair them when they need it.

For some reason the Bridge Commission stated that that bridge was weak and they replaced the deck on the bridge and lowered the weight capacities for all the little businessmen that have small shops and small trucks that just weight 10,000 pounds they were now forced on to the toll bridge. So I rode by it many times, and I looked at that concrete on the bridge and I said that's kind of weird. They have a weight limit on the bridge because the bridge is weak. So we did a little research and we discovered that the Trenton Makes, World Takes Bridge is currently holding 1,600,000 pounds of concrete which is equivalent of five lane of cars, two ton cars bumper to bumper. Add 50 tons to that and that's what you got with just the concrete.

So, if the Bridge Commission is obligated for its compact which says the effection of its authorized purposes and will be in all respects -- in all respects for the benefit of the people of the Commonwealth of Pennsylvania and the State of New Jersey and for their -- for the increase of their commerce. So that means those families -- Harry that we met earlier. I don't know if Harry's in here or not with his wife, they travel every day across that bridge just like the folks in Harrisburg. Only

now Harry and his wife are going to have to pay.

Also -- and the Commission hasn't mentioned this -- in this very same compact it says -- and I'll quickly read it to you. And I thought this was interesting. The Commission may pledge such tolls -- may establish -- get this -- the Commission may establish separate schedules of tolls, rate and charges for use of any bridge on which tolls may be established hereunder by residents of areas adjacent to or served directly by such bridge under subject conditions and on such terms that it shall deem to be proper and reasonable.

So the Commission could actually reduce the rate for the people who paid for the bridge three times, and the bridge that we are paying for three times, interstate part of that -- part of this expansion is to handle this extra traffic from 95, and every year there are more cars on the road. But if you do a little bit of research, you will see that they intend 95 to break off at Bristol and go across the turnpike bridge in to New Jersey, which is 95. So this is not -- we're not looking at the 95 bridge ten years from today. We're looking at the 95 bridge today, but we are being asked to pay for this bridge, the 95 heavy traffic bridge, when there may not be any heavy

traffic there. It will be going the other way, just the locals.

In any case, I just don't get it to why the people in this area have to pay -- buy a bridge three times. Three times.

Thank you very much. Pleasure to seeing you all.

MARK STOUT: Thank you. Our next speaker is Scott Wueschinski. Scott Wueschinski.

SCOTT WUESCHINSKI: I will be quick and sweet. As a local business owner that owns a bicycle shop in Pennsbury School District and a local resident that now lives in this area as well, I think it's critically important for moving forward that the ped-bicycle walkway be included in this project as the proposed option. It's something that will allow people greater access to the canal paths on both sides of the parking. It has the potential to increase revenue for downtown Yardley Borough, who has a competitor's bike shop there. It's good for all of us. It's good for our health in a morbidly obese society. It's good for our bodies. It is good for all of us and it makes sense. W5

It's a $310 million project. An

$18 million bridge. It's less than five percent of the total cost.

MARK STOUT: Thank you. Our next speaker is -- our next speaker is Seymour Newicki.

SEYMOUR NEWICKI: Good evening. I W 60 came with a prepared speech and now it looks like I revised it 14 times. My name's Seymour Newicki. I live at 1369 Brentwood Road in Lower Makefield. Our property is one of those that backs on to the corn field which the representative was referencing earlier, and the section of the project at this time is not scheduled to have the benefit of sound barriers. It's one of the areas, again, that we feel needs to have sound barriers.

I would like to provide some prospective which I hope will make the case for including barriers for the entire portion of the project, which is adjacent to residential properties.

My concern very simply is that the absence of these barriers along the entire roadway is a misjudgment. I understand the determination of where barriers goes. It was done purely on an objective basis. Well, some of us deal with the subjective factors of life and the noise is just not tolerable.

I strongly believe that the cost of the project, the net cost to the Bridge Commission at this time, including sound barriers for all residential properties is extremely favorable when compared to the projected cost of the project several years ago. It all comes down to a significant change that was made by the federal government in 2009.

When the project first came to life, interest rates were significantly higher, and the federal government had not yet created what are known as build American bonds that generally refer to as BABS. These were created as part of the fiscal stimulus package last year. BABS are taxable municipal bonds that are used to provide federally-subsidized funding to qualified municipal borrowers such as the Bridge Authority. They are used to finance capital projects like the one we are discussing tonight, specifically essential purpose projects such as roads, transportation, infrastructure and bridges. The first BABS came to market in April of last year, and it is -- they are due to run out if they are not issued by next spring by the end of 2011.

In the Scudder Falls Bridge expansion project, we have the potential for a win-win for

the Bridge Authority, the bond buyers and for the residents of the properties who would be protected if we had more noise barriers. There is absolutely no financial excuse not to build those noise barriers. Additional costs should not come ahead of the quality of life of local residents, all of whom pay local taxes and who will be regular users of the bridge. Thank you.

MARK STOUT: Thank you. Our next -- our next speaker is Ron Meyers.

RON MEYERS: Good evening, everybody. My five minutes of allotted time I would like to pass on to Mr. Prasonski again. Is that acceptable?

MARK STOUT: I'm not sure how that falls in the rules, but I think we'll -- we'll allow it this time, but I can't -- we can't do that forever, but --

BOB PRASONSKI: Well, we have two princes here. One here and one here.

MARK STOUT: I'm told that we -- that that's not in the rules. I'm sorry. We have to follow legal rules here, legal precedent. If you want to state your support again for him or make a statement, you can do that, but we, in fairness, we have to limit everyone to five minutes.

BOB PRASONSKI: So, in other words, which is done everywhere and every corporation and every organization not political. He wants to yield his time --

MARK STOUT: The rule is that everyone has five minutes. If he wishes to speak five minutes, that's fine. But we can't --

BOB PRASONSKI: He can't yield his time to me?

MARK STOUT: No. No.

BOB PRASONSKI: And that's written down?

MARK STOUT: I'm sorry. That's I believe is the -- is the fair way to do it. Thank you.

Our next speaker is Regina Litman.

REGINA LITMAN: Yes. I'm Regina W7 Litman. I'm from Abington Township, Huntingdon Valley, Pennsylvania, and I work in Ewing Township in New Jersey.

The Scudder Falls Bridge is the Delaware River Crossing over which I ride the second most often in my regular commute between my home in Abington Township, Pennsylvania and my job in Ewing Township, New Jersey.

The bridge over which I ride the

most often is the one that carriers SEPTA's West Trenton line over the Delaware River. And my purpose in speaking before you tonight is to encourage the Delaware River Joint Toll Bridge Commission to work together with SEPTA and to a lesser extent, New Jersey Transit to provide viable public transportation options to avoid both the effected portion of 95 -- I-95 during bridge reconstruction and the other nearby Delaware River Joint Toll Bridge Commission Bridges during the construction periods.

Among these options are, one, more frequent service, particularly in the reversed commute direction during peek hours on both the West Trenton and Trenton lines. SEPTA expects to receive new rail cars later this year, and this would be an excellent place for them to use their increased capacity. Number two, a return of the two New Jersey SEPTA stations to the fair zone five, at least temporarily, during the reconstruction period. Number three, people who board SEPTA trains at West Trenton and many who board at Trenton do not have the opportunity to buy tickets to their destination at these stations.

I suggest that during this reconstruction period, SEPTA charge anyone boarding at these stations the same fair they would be charged, if free

ticketed. Number four, better waiting facilities at West Trenton including more outdoor benches and, number five, while New Jersey Transit does not have any current revenue services that cross the Delaware River in the Mercer County area, bus service between the two SEPTA stations and other points in the county should be enhanced. One example would be to extend the 608 bus to at least to West Trenton Station in both directions in both rush hours and perhaps at other times of the day and week. Currently it only runs from Trenton in the a.m. rush to Trenton -- and to Trenton in the p.m. rush.

MARK STOUT: Thank you. Our next speaker is Michele James.

MICHELE JAMES: Hi. I'm Michele James, and I live off of Taylorsville and Mapleville Drive and my concerns -- I have two concerns basically. W8

My concerns are for traffic. Right now traffic is absolutely horrendous coming from Taylorsville I believe it's west to get on to the 95 Scudder Falls entrance. I literally have people come in to my neighborhood, make a U-turn, beep cars at and kids at the bus stop in order to get on to Scudder Falls Bridge the short way instead of waiting for the traffic to go all

around.

So that's my one concern is the traffic now and the traffic during construction when you go to widen -- do all that what is going to happen with the traffic then? Are they going to be continuing to U-turn in my development and beep at my kids at the bus stop? I mean, we have had traffic jams in our neighborhood just to get out from rush hour traffic.

And my other concern is the environmental impact on the flood zone. We are at Taylorsville when we have along the entrance to Scudder Falls Bridge, the on ramp right. Now, there is a creek that runs through the whole -- along the whole entire ramp, and it goes to the canal which feeds in to the canal which then feeds in to the river. When we have terrible rainstorms, the water from the neighborhoods up top, hill top, runs down and it overflows in to our neighborhood.

My concern is when you do the on ramp what is going to happen to that canal and all this water run off? I have heard the canal doesn't want it. The river doesn't want it. I don't want it. I had heard retainer basins. Where are those retainer basins going to be as far as the on ramp? I see the property behind my

house being open space possibly being taken up.

So when your final drawings -- there was also one other thing was there was the sound barriers. I notice that on the on ramp there was no sound barriers that had stopped right from Scudder Falls to the whole entire on ramp. It's called limited disturbance. I'm sorry. I don't know exactly what that means. What I saw was there was no sound barrier at all. There is woods there which means it just travels across the woods.

So my, I guess request, is you look in to the sound barriers on the on ramp and you look in to the traffic concerns during construction and before. Thank you.

MARK STOUT: Thank you. Our next speaker is Mark Cherepko.

MARK CHEREPKO: Good evening. I W9 would like to talk specifically about the implementation of a toll on Scudder Falls Bridge, but I would like everybody to take a look at the project purpose that was handed out tonight. And in the project purpose for all these planned improvements is to alleviate the recurring current and future traffic congestion, upgrade safety and traffic operational conditions on the I-95 Scudder Falls Bridge and

the adjoining highway segments in PA and New Jersey.

My question is: How does a toll really assist in this project purpose? Whenever I come up to a toll what I see is slowing down of traffic. I also see acceleration of traffic. I see back ups and that is also on the tolls on 95 going south which they consider the toll to be their turnpike. There is also breakdowns that occur.

So when you are really taking a look at the project purpose, how does the toll assist in meeting this project purpose?

The second aspect of the tolls and this bridge improvement project is the impact on the interchange and the local roads. Living in the neighborhood with 95 and Scudder Falls Bridge right behind my house, the impact on the last exit before the toll, I want to restate that whenever you go over a bridge, and there's a toll you see signs last exit before a toll, and it's fairly large and it let's people know that you are going to be charged, and it tends to be alternative routes at that time go through people's minds.

What I would really like to see at the next meeting would be the impact and more information on the interchanges, especially with a light system placed

right next to a residential neighborhood on that last exit before a toll, especially with children and backing up, especially in the Mapleville section in Bucks County.

Thank you for your time.

MARK STOUT: Thank you. Our next -- our next speaker is Chris Donahy. I apologize.

CHRIS DONAHY: Good evening. My name is Chris Donahy. I'm a resident of Lower Makefield Township, and I am a frequent user of the Scudder Falls Bridge. I take the bridge twice a day in my daily commute to my job in New Jersey and I would like to provide some comments. W10

The bridge was originally constructed in 1959 as additional and route across the Delaware River. It was actually a year later that the decision was made to locate I-95 and use the Scudder Falls Bridge, so over the last 50 years the existing bridge has -- has been really providing a service that was never really designed for. I see that every day in my commute.

The difficulties, there is only two lanes each direction which does not provide enough capacity for all the volume, the difficult mergers to get on and off the bridge, and I see a lot of hazards, a lot of near

misses.

Also, because there are no shoulders on the bridge, when there is a breakdown, there is no room for vehicles to get out of the way, and that's an additional hazard.

Finally, if there is an incident, oftentimes the whole bridge has to get shut down while the emergency response crews come and clean up and open the lanes again. And that's, of course, an impact to all of us as all that traffic is forced to find other routes across the river. And that happened to our family just a couple days before -- before Christmas when we were looking to do a little shopping, and that no doubt will happen again in the future.

Now, the dollar amount that's been kicked around is that the bridge will cost about $310 million to construct. I think it's a good investment, but it will take some money and the Commission has announced that they will likely toll the bridge. In my opinion, tolling is essentially user fee providing it's reasonable. It's sound policy. I certainly wouldn't expect to hop on a train and ride down to Philly or up to New York for free. So, if an agency is going to invest this kind of money to

improve transportation, I certainly don't have a problem paying my fair share.

I think that's my comments. Thank you very much for listening.

MARK STOUT: Thank you. Our next -- our next speaker is Peter Dascoli. D-a-s-c-o-l-i. Did I pronounce that correctly? No.

Mario L?

MARIO LAURENTI: Good evening. I'm W11 Mario Laurenti. I live in Trenton, New Jersey, and I first learned of the Scudder Falls Bridge in 2003 when I commuted from Trenton to the Solebury School. And that's where I learned of this chronic congestion.

Now, I understand and I completely agree with peoples' concerns about the extra traffic that's going to be generated and also potential quality of life deteriorating. I completely understand that.

Now, in terms of financing the bridge, I've taken this bridge for four years, luckily it was in the opposite direction of traffic, but none the less, though, in order to finance the bridge, we who take the bridge should not subject those who take the other toll bridges such as I-78, the Delaware Water Gap Toll Bridge, we

should not subject those drivers who took those bridges to pay higher tolls so we can cross this bridge which is for free. I understand for some people saying that, you know, it will hurt business and also force people to take alternate routes. Well, alternate routes, you know, for cars, that's true. But for trucks, trucks will always have to take, you know, the interstates. It is a known fact.

Now, as for a toll, I think that people who take this bridge, should definitely take a toll to finance the bridge because it is not going to be for free. All this costs money and what better way to finance this besides diving in to the Joint Toll Bridge Commission cash funds is to add a toll to this. Thank you.

MARK STOUT: Thank you. The next speaker is John Boyle.

JOHN BOYLE: Good evening. My name W12 is John Boyle. I'm a resident of Edgewater Park, New Jersey, but full disclosure, I am the advocacy director for the Bicycle Coalition of Greater Philadelphia, but the comments I present here tonight are my own and not the Bicycle Coalition.

I support the inclusion of the bicycle and pedestrian path on the Scudder Falls Bridge.

However, I felt that the environmental assessment focused too much on the negative impacts of the path. The cost, the impacts on the canals and the shadings and the river. They are all legitimate concerns, but the environmental assessment does not list many positive impacts of the path.

First of all, it's a connection of the two major recreational facilities. Delaware and Raritan Canal on the New Jersey side and the Pennsylvania Canal on the Pennsylvania side. The nominal but measurable reduction of local trips, and the fact that the bridge path itself will become a destination on a facility that motorists normally spend less than two minutes to cross. Local residents and tourists alike will be able to walk and bicycle more often.

Finally, the surgeon general has recommended that Americans spend at least 30 minutes of physical activity daily to reduce the risk of heart disease, obesity and diabetes. Thank you.

MARK STOUT: Thank you. Our next speaker is Nancy Pesti.

NANCY PESTI: My name is Nancy Pesti. I'm a resident of Lower Makefield Township. Our property backs to the field that goes along southbound 95 W13

between Quarry Roads and Dollington Roads. My concern tonight is with noise abatement.

I understand that our property does not qualify for noise abatement. However, the Commission has listened to residents' concerns for a number of years now, and they have extended sound barriers in response to those concerns, and I'm here tonight just to ask, again, to please consider extending the sound barriers to cover not only my property or my neighbors, our neighborhoods, but also all the residents that back along 95 to please conserve the quality of life and our property values. Thank you.

MARK STOUT: Thank you. Our next speaker is Cheryl and Richard Brennan. Brennan. Okay.

Next speaker is Gary Werner. Gary Werner. Okay.

Paul Kleba, K-l-e-b-a. Paul Kleba. W14

PAUL KLEBA: Hello, everyone. I'm a resident of Lower Makefield Township and the more I listen to this, the more I hear people speak about this, it reminds me a lot of townships that have the issue of putting in parking meters because we have all heard examples of how parking meters will save money for a township and make people have to pay to be there.

But how many of you can remember a time when you might have spent more time shopping somewhere, you might have actually gone somewhere, but you didn't have the change on you and you weren't going to go in to a place and ask for change, so you just kind of by-passed it and didn't go? This is how I feel about the concept of the toll on this bridge.

Because I live about two miles from this bridge. I live in Lower Makefield, and I probably cross the bridge maybe twice a day every day on an average week. It would be very easy for me to justify. And I know it's only 75 cents. It is not a real big deal. But part of me in principle says, you know, I don't want to just go over there and pick up this particular grocery or get gas or go to this restaurant because I don't want to pay an amount to come back. And I wouldn't want to be an owner of a business in Ewing Township. I wouldn't want to be an owner of a business in Yardley Borough. I would not want to live on River Road. I would not want to live on Taylorsville Road because I agree.

I think people will go around this not much, but five percent, ten percent more traffic on your road all the time to avoid, like the gentleman had said, you

see that sign that says last exit before toll. I can't tell you how many times I see that last exit before toll in other states, and I'll think, I don't know how much this toll is, especially when I'm lost. I'll be in New York City or something, and I'll see last exit before toll, and I don't know what bridge I'm crossing over, I'll get off of it because I at least want to find out where I am before I pay $6 to go to the wrong place.

So I think it's -- I am totally against the toll. I think it should be reconsidered. I think they need to think over how much money needs to be collected and, finally, it bothers me because it is, quote, unquote, an interstate highway. And I wish someone would explain to me why, if we are paying for an interstate highway with our taxes, why we need to pay also with a toll. Thank you.

MARK STOUT: Thank you. Our next speaker is, and I'm sorry if I'm having difficulty reading the name. The last name is Stine, S-t-i-n-e. Is it Fred?

FRED STINE: Yes.

MARK STOUT: Okay. Thank you.

FRED STINE: Thank you. It's Fred W15 Stine. I'm with the Delaware River Keeper Network out of

Bristol. I just have a few comments.

In the -- in the EA there are a couple places where it talks about wetlands mitigation. There is going to be about a little less than an acre, .88 acres of wetlands are going to be disturbed, as well as floodplain loss through the construction project and both they say will be mitigated. There will be mitigation for that. Knowing a little bit about how the mitigation process works, it is very important that it be mitigated on site versus two miles away or three miles away, and the next watershed. The flooding in this area is well-known to people. You don't want to destroy even small pocket wetlands or small amounts of wetlands like the .8 acres and then mitigate it or put the money in to a mitigation bank that may then turn around and mitigate it 50 miles away.

So that -- my first point is the mitigation for both the floodplain loss and the wetlands should be right there on site.

The other loss that I read in the EA was a .3 acres, third of an acre, in the river bottom when the new pillars for the bridge are installed. Again, it talks about mitigation, but it doesn't say where that mitigation will occur, and I think it's important that that

mitigation be done right on site or, you know, in the proximity of the bridge.

The other part of the EA I read focused on storm water management on Page 129. I was pleased to see where it said that the storm water flow coming off of the bridge, which is always a big problem taking road salts and sediment, oil, antifreeze, et cetera and dumping it right down in to the river. Bridges are a big source of pollutants in our waterways, but I was pleased to see where it said two-thirds of the lanes will be channeled in to a piping system and then taken off to a wetland or storm water collection system off the -- off the bridge and you probably heard me go, yes, in the other room. But then I read in the next paragraph, it said, that all could change in the final design.

So I urge the designers of this that storm water management is very important as we have heard a couple of times tonight, and that collecting that contaminated run off from the road surface, it's important to take, too, on a storm water collection system where it can be naturally treated through swales and infiltration, and that sort of thing, rather than just dumped in to the river where it becomes a cumulative problem downstream.

On Page 133 it talks about, again, storm water management, that the storm water management will be designed and will attempt to adhere to the greatest extent possible to a PennDOT strike off letter number 4320707. I'm not sure what that means, but it gives the impression in reading the EA -- and I'll read it closer and provide additional comments, that that's a higher level of storm water management, that meets higher levels of standards. But then it says if there are threatened and endangered species in the area, then it will adhere to those -- to that strike letter, and I read in the EA that there are threatened and endangered species in this -- in the area of the bridge, both aquatic and terrestrial. I urge the designers to make sure that they do everything to meet that higher level of storm water management.

There was one other thing. No. I think that was it. Again, I would like to support the pedestrian and the bike bridge crossing in that area. I'm also a scout leader and take scouts on long bike rides. We have done the canal paths, and I think that that's a great access. This would not be a duplicate crossing, you know, next to another crossing. It's miles across from the Trenton area or the Washington Crossing area, and I think it

would provide a great service to, you know, not just the local residents, but as someone else had said, it provides a destination, and it provides a doable bike ride, and they will explore the area a little bit more. Thank you very much.

MARK STOUT: Thank you. Our next -- our next speaker is Ronald Smith.

RONALD SMITH: Thank you. I wasn't W16 prepared to speak tonight, but I did mark a few words down. I'm a township supervisor for Lower Makefield, and I appreciate the opportunity to speak tonight before you.

I'm just going to echo a few of the thoughts of some of the prior speakers. One of my concerns, though, which has not yet been mentioned, unfortunately, is communication or maybe I should say lack of communication. We were not really fully aware as a township of this meeting until I guess about two weeks ago when one of our assistant traffic commission members brought it to our attention. Unfortunately or ironically, this meeting which we are having tonight is outside one of the two effected areas or most effected areas, one of them being, obviously, Lower Makefield. So even though it's not a great distance, we still had to travel out of town to have a meeting which

really effects our township.

We also had to cancel our Board of Supervisors meeting tonight so that I and other supervisors, some of which have already been here -- Matt Maloney was here. He, unfortunately, had to leave a little early. And other people who would have liked to have been here tonight would have had an opportunity to testify.

So what I would ask of you, if you can, in any future meetings please -- please just communicate with us. Communicate with our township meeting -- excuse me -- township manager. Let us know so that we can both liaison on this and we can make sure that we are cooperating and that we are fully aware only as a Board, but as a township so our residents are fully aware of what is going on and fully aware of all the aspects and developments. I would beg you to do that.

I would also -- once again, I know I did this in the past, and I will do it again, I'm not sure if a videotape of this meeting is being made tonight. Obviously, I see the court stenographer here. If you could put together an audio version with this video version, we would love to run it on our township station or cable station so not only the people here tonight are, obviously,

seeing it, but for everybody who is here. There is hundreds and hundreds of people who are affected who are not going to have the opportunity to see what's happening here firsthand.

So if you can in the future and including this meeting in some aspect, if you can make it available to us, we will broadcast it live on our TV station, and we would ask you to do that, if you can.

Couple other points here. Obviously, I echo the thoughts of many of the people, the bicycle and pedestrian walkway. That's a great thing for both areas here. It should be a no brainer. Even though some of the people have already spoken, most eloquently, our State Representative Steve Santarsiero, Mr. Newicki, Miss Pesti about noise abatement.

I have to tell you, I think they understated the case. And I say that respectfully to you. I think they understated the case here.

Our township, Lower Makefield, is a wonderful place to live. It's always a unique area. I will tell you respectfully that we are under daily assault by noise pollution, daily assault. Whether it's trains, planes and automobiles and no pun intended with that. The fact of the matter is we are under assault every day with that. And

when I hear the words most of the areas are covered, I have to step back and say that's a tough thing for some of these residents and us as a township to swallow.

So I would ask you for a few dollars more close those gaps, close those gaps on behalf of all the people who are affected so this can be a win-win proposition for everybody. Thank you.

MARK STOUT: Thank you. Our next speaker is Mike Kruimer. K-r-u-i-m-e-r.

MIKE KRUIMER: Mike Kruimer, Edison, W17 New Jersey. I'm the Chairman of the New Jersey Committee East Coast Greenway Alliance. We're connecting the trails from Maine to Florida. If it sounds like a nice bike ride to you, it was. My wife back here in the wheelchair and myself did it five years ago.

So I travel by bicycle. And my travel by bicycle our main obstacle has always been bridges, crossing bridges, and I think it would be a travesty if you would not put a bike-ped access on to this bridge. It needs to be done. It's going to connect two beautiful trails, and we have been on both of them. It would make a nice loop for people to travel and to use. It would make a nice connection for people in Pennsylvania, for people in New

Jersey, and it would also help with your build out, your expected built out of the traffic on this bridge. People can cross and get to work and commute on this bridge. Bike-ped access is, as far as I'm concerned, mandatory on all bridges as they get built.

Please include bike-ped access on to the bridge. Thank you.

MARK STOUT: Thank you. Our next speaker is Mike Olszewski.

MIKE OLSZEWSKI: I'm Mike Olszewski. W18 I'm a resident of Levittown, Pennsylvania. And I'm in a number of bicycle organizations, and I'm an active bicyclist. I bike Philadelphia and East Coast Greenway and I belong to the Rest Trails Conservancy and Lead America Bicycle.

So, as a member of all those organizations and active bicyclist, I've become very aware in the last three years of the increasing use of bicycles and pedestrian facilities like all over the country, not just in this area. And everything I'm reading leads me to believe that it's very very short sighted to not include a bike pedestrian path on this bridge because all of the activity related to that bike path is only projected to

increase in the coming years and this bridge -- you know, bridges, as you know, the Ben Franklin and Burlington Bristol Bridge have been there for 78 years, and they are going to be there for a lot longer.

It's the same with this bridge. It is going to be here for years and 50 years from now is pretty likely that automobile use will be even more and more expensive and for many reasons people may -- will choose alternative ways of transportation for many reasons, not just for practical reasons like to commute to work. Just recreational reasons and fitness health reasons. And this bridge in particular will be used quite a bit because, as someone else has pointed out, on the Pennsylvania side of the bridge we have the Delaware Canal Path along the bridge, which is part of the National Park System and very close to Washington Crossing National Park and further up the river we have New Hope and beyond. On the Jersey side we have D and R Canal Path and further up we have Lambertville and Washington Crossing, New Jersey Park. All these recreational facilities that are being used by bicyclists and pedestrians, hikers and all this tourist-type recreational activity is continually growing.

I follow the news and the new

releases that come out about this type of thing like bike paths. All the local municipalities little by little are adding more bike paths built next to the roads or through their areas. Lower Makefield and Newtown Township and D and R Canal Path over on the Jersey Side. We have Hopewell Township and Morris Township. Little by little, you know, implementing bike paths and trails in to their township system for people to use just for like short errand running, recreational use, health use, practical use to get back and forth to work if they live within bicycle commuting distance. Like little by little these pieces are all coming together to form a network of like bicycle transit system, and even people who aren't particularly fit who might think riding ten miles is a daunting task, within the last year or two, electrically assisted bicycles have come on board, and these are being sold more and more.

Even the electrically-assisted bike. Like I say, a person who didn't feel they were completely up to riding ten miles, electrically-assisted rechargeable battery type bike that has a rechargeable battery to assist you in operating your bicycle when you felt it was really too much to do it yourself so to get up the hill or you get a little tired after a certain distance, you need some help

you get electrical system, you could power to complete your ride. People will be using these more and more.

They have a major employment area in Trenton, New Jersey, the state capital and Lower Makefield and surrounding areas, more and more like growth and like employment and job placement and people who will be living close to those places choose to ride back and forth with a bike.

Myself, i just retired from the Postal Service, but the last few years I did work, I did commute back and forth by bike and, you know, for many reasons, economic and like many people starting to feel like I was a victim of extortion by the gasoline companies. Every time I filled my gas tank it was another dollar or two more than it was previously and just as a backlash kind of thing, I decided to start to, you know, as a statement of showing that, you know, there are no terms away that I'm not total prisoner to my wheels.

I think this whole type of philosophy, the green thinking, environmentalism and more awareness of getting proper exercise and the growth of this region give the tourist opportunities with the parks and the tow paths, all those type activities are all going to

increase. It's just all more and more reason includes bikes and pedestrian path on this bridge. Like I said, this thing is going to be here for many many years. Like I said, it would be very short sighted not to include it because I think years down the road I think you will definitely regret it. That's all I have to say.

MARK STOUT: Our next speaker is Andrew J. Besold, B-e-s-o-l-d.

ANDREW BESOLD: Yes. Good evening. W19

Thank you for the opportunity to speak before you today. My name's Andrew J. Besold. I'm from North Brunswick, New Jersey. I came all the way down here today about 30 miles away because mainly to speak about the bicycle-pedestrian access to this bridge. I came such a far distance away because this is actually not just a regional or a local concern, but this is actually a state-wide concern. Cyclists are given very few choices of crossing the Delaware Bridge between Pennsylvania and New Jersey and currently the bridges, you all know, you cannot ride a bicycle over it. You can barely drive over it, but we definitely need to include the bicycle-pedestrian access on this bridge in the new construction.

My understanding that it's very --

the cost of including bicycle-pedestrian access is very very small, only four percent in total construction cost, which falls well within the federal guidelines of providing bicycle-pedestrian access, and I find it quite incomprehensible that the Commission is hesitant on including it in the final designs.

And so I would like to, again, encourage the Commission to definitely include that in the final design.

Also, quickly about the actual lay out of the -- of the proposed bike way as its current alternative. I do think that you -- the current design only thinks that people ride bikes on trails and only provides access directly to the Delaware Canal Tow Path on the New Jersey side and the Delaware Tow Path on the Pennsylvania side forgetting that most people, you know, cyclists have the right to ride on most surface streets.

The final design I think if the final bicycle-pedestrian pathway design final -- followed the perimeter of the roadway on the north side of the bridge, I guess, that's the upstream side, so I forget the name of the roads on the New Jersey side and then the same one on the Pennsylvania side. I think that would be the

most optimal design and not currently as it is designed. People could still very easily access the two canal paths. But if you are riding a road bike which is small tires, you would not have to get on to a dirt path first, then get on to the bridge crossing. And I also believe that type of design was followed, particularly on the New Jersey side, it might alleviate some of the concerns that the Delaware Canal Commission had. I understand that they have some concerns about the current proposal that would impact the canal path. I think if you kept it on the perimeter of the -- outer perimeter of the roadway and bringing it right down -- I think that's called River Road on the New Jersey side -- it would alleviate their concerns. That's all I would say in that.

Finally, real quickly, I found the location of this and last night's meeting to be only convenient if you own a car. Luckily, I have access to one. Not everybody does. But everybody has concerns about this. I know one person from New Jersey does not own a car, but he's a cyclist and he could not make it here tonight because it was not accessible to him, and I would implore you, any other meetings make it easily accessible by car, but please try and make it close to public transportation so all people

can attend these open houses and meetings.

Thank you.

MARK STOUT: Thank you. All speakers who have signed in have been called. The hearing will remain in session until nine o'clock should additional speakers sign in. Thank you.

(Whereupon, a recess was taken from 8:45 until 9:00 p.m.)

MARK STOUT: There having been no additional speakers to register and the time having expired, the public hearing is now adjourned.

(At 9:00 p.m. proceedings were concluded.)

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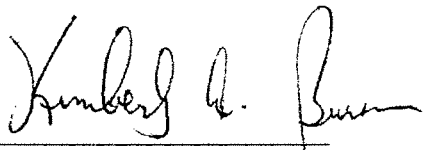
C E R T I F I C A T E

I hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me in the above cause and that this is a correct transcript of the same.



KIMBERLY A. BURSNER
Court Reporter

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

2010 FEB -5 PM 1:19

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
MHI-HEADQUARTERS

PRIVATE PUBLIC COMMENTS REGARDING SCUDDER FALLS PROJECT

WEDNESDAY, JANUARY 20, 2010

Private public comment session held in the above-captioned matter at the Sheraton Bucks County Hotel, 400 South Oxford Valley Road, Langhorne, Pennsylvania, commencing at 5:00 p.m., before Donna DeAngelis-Lehmann, court reporter and notary public.

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1 -----

2 WP1 MR. BARTH: My name is Robert Barth. I am
3 the past president of the Canal Society of New
4 Jersey, an organization, non-profit of about 800
5 members, and I'm also a member of the D&R Canal
6 Watch, a membership of about 200 members who are
7 very concerned about the Route 95 bridge over the
8 Delaware and Raritan Canal and its impact on this
9 historic registered Delaware Canal.
10 It also, I might add, is going over the top
11 of the Delaware Canal on the Pennsylvania side,
12 which is also a national registered site.
13 Obviously, we know this bridge is necessary
14 and will be built, so the impact it has on these
15 national registered sites needs to be mitigated
16 so that the public cannot only enjoy our historic
17 canals but connect between them, so we strongly
18 urge and require you to put in a pedestrian and
19 bicycle access between the two canals over the
20 bridge and have proper access from those historic
21 canals to the bridge.
22 Whatever impact occurs on the Delaware and
23 Raritan Canal along the towpath, the existing
24 towpath, it must not infringe on the enjoyment of

the path, should not be thinking of going through a tunnel of some kind.

It has to be in such a manner that we still feel that we're in the open and we're not boxed in by this new construction.

I thank you for the opportunity to allow me to comment. If you would like to contact me, my address is barths@att.net.

Thank you.

WP 2 MR. SCHWALM: Okay, we are here as just citizens, but we are members of the Yardley-Makefield Fire Company, the fire police, and we wanted to sort of get a look at what is being planned.

One of the concerns we have is how it will affect the fire department and the fire police, in particular, for responding to incidents on 95.

We cover the section from the Scudder Falls Bridge approximately to Super One Pennsylvania side, and one of our main concerns is the fact for emergency turn-arounds.

There is one presently to the south of 332, and we would like to think that in the planning that it would be considered to provide more

turn-arounds for the emergency services.

Proper name is Lawrence Schwalm.

S-C-H-W-A-L-M.

WP3 MR. HECKMAN: Rick Heckman. Again, I am also a fire police officer with the Yardley-Makefield Fire Company. Generally the same issue looking at this from how we respond.

One of our concerns is that we go on one side of the road and have an event on the other, right now we can get over the barrier across the grass median, but with differences in elevation, retaining wall as well as the barrier, that will have some impact on us, so what might make sense is to have a turn-around area somewhere between 332 and the bridge.

WP4 MR. GAMBLE: Harry Gamble, and my main concern is the proposed toll. I am retired and right now even if you charge like two dollars a trip, in a year it's a hundred dollars, and our township has turned down the Parks and Recreation proposal that was fifty dollars a year.

The library is right now bare-boned budget with a lot of cutbacks, and I think that being on fixed--we use the bridge at least two times a

week.

For my wife the closest shopping place is in Ewing, which is the closest food store, and we get gas and we also--I go to the liquor store in New Jersey, so it would--it's quite an expense for us.

WP5 MS. McGOVERN: My name is Carolyn McGovern. I live at 1898 Dolington Road which borders the Scudder Falls Bridge-95 area.

I am interested in the noise issue. I know my home has the barrier slated to help that, but directly across the street is not slated for the noise reduction, and the gentleman said it is because there are not homes 400 feet past that area, however, my house is much closer than the 400 feet.

I know there is many other people in there saying that their homes are affected with that small area. I just wanted to note that they are measuring a 400 feet difference from straight out rather than 400 feet in any direction.

Our home is 400 feet, so we will have the barrier right next to our home, but the sound will still be coming in from the un-bordered

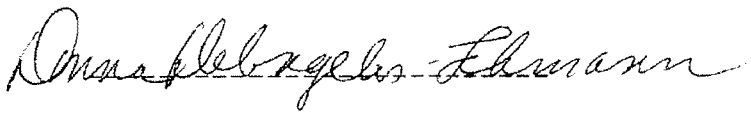
area. That would be my one problem with this.

The other is we were initially--I think I was initially on the list to be getting things. At some point we got dropped from it, and when I wrote in on the little site they said we must have changed our e-mail address, however, we didn't. For some reason we were dropped.

I don't want to be dropped again. I am very interested in this. The sound level has--we have lived there 28 years. Our sound level has increased I would say much more than doubled in that time period, and I don't see that it is going down, so that is a major concern for me as a long-term resident and we plan to stay there, and those are my concerns.

CERTIFICATE

I HEREBY CERTIFY THAT THE PROCEEDINGS AND TESTIMONY TAKEN BY AND BEFORE ME ARE CONTAINED FULLY AND ACCURATELY IN THE NOTES OF TESTIMONY, AND THAT THE FOREGOING IS A TRUE AND CORRECT COPY OF THE SAME.



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Summary of Responses to Comments on the Environmental Assessment

Response to Government Agency/Official's Comments

Nineteen federal, state, and local government agencies/officials submitted written comments on the EA/Draft 4(f). Each agency letter was assigned a number (e.g. G1, G2, etc.), which is referenced in the responses to comments.

Number	AGENCY	DATE OF COMMENT
G1	National Marine Fisheries Service, Habitat Conservation Division	January 29, 2010
G2	U.S. Environmental Protection Agency, Region III	February 4, 2010
G3	NJ Department of Environmental Protection, Historic Preservation	January 11. 2010
G4	NJ Department of Environmental Protection, Environmental Regulation	February 4, 2010
G5	Not used.	Not applicable.
G6	South Jersey Transportation Authority	January 19, 2010
G7	NJ Transit	February 4, 2010
G8	PA House of Representatives, Steve Santarsiero, 31st Legislative District	January 20, 2010
G9	PA House of Representatives, Steve Santarsiero, 31st Legislative District	January 20, 2010
G10	PA Department of Conservation & Natural Resources, Bureau of Forestry	December 30, 2009
G11	PA Department of Conservation & Natural Resources, Bureau of State Parks	January 29, 2010
G12	PA Fish and Boat Commission, Division of Environmental Services	February 3, 2010
G13	Delaware Valley Regional Planning Commission	February 1, 2010
G14	Delaware River Basin Commission	January 28, 2010
G15	Township of Ewing, Honorable Jack J. Ball, Mayor	January 22, 2010
G16	Township of Plainsboro, Honorable Peter A. Cantu, Mayor	January 27, 2010
G17	Township of Lower Makefield, Terry Fedorchak, Manager	February 1, 2010
G18	Yardley Borough, Joseph Hunter, Council President	January 25, 2010
G19	Hopewell Township, Paul Pogorzelski, Township Administrator/Engineer	February 3, 2010
G20	U.S. Department of the Interior, Office of the Secretary, Willie R. Taylor, Director, Office of Environmental Policy and Compliance	May 4, 2010

G1 - U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Correspondence from Stanley W. Gorski, Field Offices Supervisor, January 29, 2010

Comment A.

In the Delaware River, adult shortnose sturgeon which over-winter in dense sedentary aggregations in the upper tidal reaches of the river are known to occur in the lower bay upstream to at least Lambertville, New Jersey. Most spawning, which typically lasts from late-March into mid-May, occurs in the vicinity of Scudders Falls, which features rapid, moderately turbulent flow, and abundant cobble/boulder substrates. Adult shortnose sturgeons typically remain in the spawning area for a relatively short period of time and usually leave the Scudders Falls area to return to the tidal portion of the river after spawning.

It should, however, be anticipated that shortnose sturgeon eggs and larvae may be present in the project area for as long as 28-days after spawning (from late-April through mid-June). During the late summer months, they are more dispersed and are thought to be more widely distributed throughout the river and estuary than in the winter months. Migration of this duration would result in the movement of larvae spawned at Scudders Falls into the tidal river. Depending on the nature of any in-water work required for bridge replacement and other associated activities, this action could affect shortnose sturgeon.

Avoiding in-water work during the March 15 - June 30 period when spawning shortnose sturgeon, eggs and larvae are likely present will minimize impacts to this endangered species. We note that the Federal Highway Authority has initiated formal consultation with NMFS's Protected Resources Division pursuant to Section 7 of the Endangered Species Act. A Biological Assessment (BA) considering potential impacts to both species was prepared and submitted for agency review. A Biological Opinion based on information provided in the BA, is currently being formulated and release of the document is pending. For questions or specifics regarding the Section 7 coordination and/or consultation process or protected resources in general, please contact Julie Crocker of the Protected Resources Division at (978) 282-8480.

Based upon the information stated above, we recommend extending the moratorium on construction activities, or modifying aspects of the planned approach in the project area to July 15 so as to protect river herring (alewife and blueback herring) which are important as prey for predatory fish such as bluefish. In addition, as alternatives are developed, both the DRJTBC and Federal Highway Authority should consider the implementation of best management practices (i.e., turbidity barriers or siltation curtains), beyond those already proposed, in order to offset any potential negative effects on the downstream water and habitat quality in the Delaware River. Supplementary compensatory mitigation measures to restore those disturbed and degraded areas currently supporting anadromous and catadromous fish may be required.

Response: The Biological Opinion for the Project that was issued by NMFS provides for a work moratorium of March 15 through June 30 for in-water work. As part of the Project we are to monitor water temperature data between March 1 and July 15 to determine when the mean daily water temperature has reached 18 degrees centigrade. The Biological Opinion states that at least 28 days must have passed since the mean daily temperature reached 18 degrees centigrade before any in-water work begins.

The project will consider extending the construction moratorium for "in-water" work to July 15. As stated on pages 148 and 156 of the EA/Draft 4(f), a determination of the feasibility of this extension, as it may affect the overall construction schedule, will be made during the final design phase in the context of Section 404 and state permitting. Similarly, final details of best management practices and

compensatory mitigation will be made at that time, consistent with the Terms and Conditions of the Biological Opinion. A copy of the Biological Opinion is included as an Appendix to the EA Addendum.

G2 - U.S. Environmental Protection Agency, Region III, Correspondence from Barbara Rudnick, NEPA Team Leader, February 4, 2010

Comment A.
We encourage the project team to continue to avoid and minimize impacts caused by the project. The project team should also coordinate with state and federal agencies to develop an acceptable mitigation plan for impacts to natural resources.

Response: Coordination with state and federal resource and regulatory agencies will continue through the final design and permitting phase of the project to further avoid and minimize impacts to the natural environment where practicable, and to refine and finalize mitigation plans for unavoidable impacts.

Comment B.
The EA states that 8 acres of woodland will be permanently impacted. We suggest that the EA should discuss mitigation for all tree removal at all sites. Flora serves as a carbon sink and tree removal diminishes the carbon storing capacity thus exacerbating the level of carbon dioxide in the atmosphere.

Response: The majority of highway widening will occur within the existing grassed median or along the roadside areas, and the tree clearing proposed will occur predominantly within the existing highway rights-of-way. The majority of tree clearing (6 acres of 8 acres total) will occur within New Jersey, and most of this is situated within the NJ Route 29 Interchange area. Landscaping will be performed within the interchange areas, particularly in the area of the canal parks, to enhance visual quality for park users, as noted on page 125 of the EA/Draft 4(f). However, the ability to reforest to compensate for the total woodlands cleared for the project is constrained by available highway right-of-way. The areas within the right-of-way available to be reforested are further constricted by the location of proposed stormwater management facilities, which will include detention basins within interchange areas and drainage ditches along roadsides, as well as by the placement of proposed noise barriers. Development of final design of proposed noise barriers will include aesthetic considerations, including plantings.

Comment C.
All bridge and roadway runoff should go to storm water management facilities that are located in upland locations.

Response: As shown in the EA/Draft 4(f), page 129, a survey of treatment of water runoff on long bridges was conducted to assess the current best practices in the United States and found that bridge runoff is typically discharged directly to the waterways via bridge scuppers. The current proposal is to carry the bridge surface runoff for the outer thirds of the bridge length via closed piping off of the bridge for discharge in the overall project drainage system. The run off for the middle third will be captured and outlet through downspouts to the river below. Bridge runoff volumes with the proposed project will be approximately equal to existing bridge runoff volumes.

In addition, during the next phase of the project when the details of the bridge superstructure and project drainage system are finalized, a Spill Prevention and Countermeasure Plan (SPCP) will be

developed and further evaluation of the bridge drainage system will be performed to identify Best Management Practices appropriate to comply with federal and state stormwater regulations.

Comment D.
The disposal of the existing bridge material should be discussed along with any associated hazardous waste issues. This would include asbestos. Page 182 mentions lead but not asbestos.

Response: As shown in the EA/Draft 4(f), Chapter IV, Section Q – Hazardous Wastes, Part 2 – Impacts, paragraph (b) on page 182, during final design the potential for encountering asbestos during utility construction will be determined.

If asbestos is encountered at that time, the methods of disposal will be determined using the governing regulations in OSHA, NJDEP, PA DEP, NJDOT and PennDOT Standards to maintain worker health and safety and properly dispose of the asbestos. These methods will be reflected in the Spill Prevention Control and Countermeasure Plans which will also be developed during final design.

Comment E.
The cumulative impact section should address cumulative impacts to environmental resources.

Response: The level of information that is readily available varies widely for the various projects that have been recently constructed, are in the planning and development stage, or are envisioned to occur in the future. Information on environmental impacts was not available for all of the projects that were identified in Section IV.R, "Secondary Development and Cumulative Impacts" of the EA/Draft 4(f). The projects identified are also predominantly either removed geographically from the immediate area of the project site or are situated on upland parcels.

Environmental resources in the project area include wetlands and floodplains that are primarily located along the Delaware River and the canals. Several of the proposed or recently constructed development sites along the I-95 corridor (e.g., Tamar Commons development at the Bear Tavern Road Interchange and developments on New Jersey State Police property for the Emergency Operations Center and New Jersey Public Health, Environmental, and Agriculture Facilities) are located on upland fields and are not expected to involve considerable, if any, wetlands alterations. The majority of developments that immediately adjoin the corridor are located on upland parcels.

Other transportation projects in the vicinity involve work within existing developed transportation facilities. For instance, the wetlands impacts associated with the Trenton-Mercer Airport improvements were reported to total 0.07 acre in the 2002 Final Environmental Assessment (EA), and the 2007 Draft Environmental Assessment addressing the reactivation of passenger rail service on 27 miles of existing railroad on the West Trenton Line estimated that impact would occur to less than 1 acre of wetland. Neither of these transportation projects was estimated to involve any substantial impacts on water resources and floodplains. The West Trenton Passenger Rail Service Restoration Study and Draft Environmental Assessment concluded that: "The majority of the disturbance associated with the construction aspect of Build Alternative will occur with the existing rail right-of-way. The proposed station sites are located in developed areas. Field surveys determined that the proposed station sites were previously disturbed and did not host any threatened or endangered species or habitat types. As a result, the Build Alternative will not result in impacts to the natural resources in the study area. The proposed project also will not impact floodplains or floodways." These were the only two projects for which information on impacts to environmental resources was readily available.

Comment F.

The EA should state how the contractor will implement measures to minimize adverse air quality impacts stemming from potential mobile source air toxics and equipment exhaust emissions during construction. Potential mitigation strategies to reduce particulate matter (PM) and NOx include reducing construction equipment activity and shift times. Other mitigation measures such as use of ultra-low sulfur fuel in equipment, deployment of clean diesel equipment through engine retrofits, rebuilds, or repowering may be employed. EPA would like to see such a discussion on mitigating the impacts that construction equipment will have on air quality.

Response: Roadway and bridge construction has the potential to impact the local ambient air quality by generating fugitive dust through construction activities such as demolition and material handling.

As the project design is further developed, and the construction contract documents are developed during the final design phase of the project, appropriate measures will be considered and incorporated into contractor specifications to minimize impacts on the air quality of the area. As noted on page 170 of the EA/Draft 4(f), applying water or appropriate liquids during demolition, land clearing, and construction operations can minimize fugitive dust. Water can be applied as wheel wash on construction equipment and on material stockpiles and other surfaces capable of producing airborne dust. When in motion, open-body trucks used for transporting materials would be covered. Best Management Practices (BMP) of the state departments of transportation will be employed.

Other measures to be considered during final design to reduce mobile source emissions during construction include: 1) minimizing idling of delivery trucks or other equipment during periods of unloading or other non-active use; 2) maintain the existing number of traffic lanes during construction and schedule operations that may disrupt traffic flow to off-peak hours, to the maximum extent possible; 3) particulate matter trap, oxidation catalysts and other devices that provide an after treatment of exhaust emissions to off-road dump trucks and bulldozers; 4) the use of clean fuel as ultra-low sulfur diesel.

Comment G.

Given the long construction timeframe DRJTBC should utilize all feasible construction and operational mitigation measures to minimize community exposures. Additional measures which should be considered include utilization of non-road diesel engines that conform to EPA's stringent Tier 3 or Tier 4 emission standards (as applicable) or non-emission solar generators, an idling minimization policy, and either electrification of the project site or staging of diesel generators to avoid adverse impacts to the surrounding community. DRJTBC can enforce these measures through the use of clean diesel specifications in the project's construction contracts. We suggest that DRJTBC develop a complete set of committed measures to be included in the EA.

Response: During the final design phase of the project, DRJTBC will consider feasible measures and will incorporate appropriate and feasible measures into the construction contract documents.

Comment H.

We suggest that the project team implement green practices and techniques during the design and operation of the project. For example, air emissions during construction will include particulate matter (PM2.5 and PM10). To reduce the potential health and environmental impacts of these pollutants in the project area and to improve the conditions for the workers, the installation of diesel particulate filters (DPF) on construction equipment should be considered. DPFs can reduce diesel particulate emissions by 90 percent for stationary and non-stationary diesel equipment. To learn more about this technology and its

application, you may reference DPFs at http://wwvv.epa.gov/oms/retrofitynonroad-list.htm or contact us directly. Enclosed are some additional greening recommendations that may be applicable to this project.

Response: During the final design phase of the project, DRJTBC will consider feasible measures and will incorporate appropriate and feasible measures into the construction contract documents.

Comment I.
The EA should provide a description of the maintenance program that will be implemented to ensure the proper operation of the storm water system. During the construction phase, the water quality impacts of the project should mitigate through the implementation of soil erosion and sedimentation control plan which includes silt fences, hay bales, seeding, topsoil stabilization matting and turbidity barriers.

Response: As shown in the EA/Draft 4(f) on page 132-133, several of the storm water management measures to be utilized for the project are discussed. During the final design portion of this project, Erosion and Sediment Control Plans, as well as National Pollutant Discharge Elimination System (NPDES) Post-Construction Stormwater Management Plans will be developed for the project using Best Management Practices (BMP) to be implemented during and after construction activities. Included in these plans will be details of BMP measures used which each have their own maintenance program, i.e. Silt Fence PennDOT Detail - Remove deposits when sediment accumulation is one half the above ground height of the silt fence, which will be shown for the details used.

Comment J.
We suggest that the project team consider the use of recycled industrial materials which can reduce the overall environmental footprint of the project. The environmental benefits include reduced greenhouse gas emissions, reduced land disposal requirements, and reduced utilization of virgin resources. Information on recycled materials can be found at www.epa.gov/osw/conserve/rrr/imr/indust.htm.

Response: The project will follow PennDOT and NJ DOT guidelines for recycled materials.

Comment K.
We recommend that future documents use double sided printing.

Response: Comment noted.

G3 - State of New Jersey Department of Environmental Protection, Historic Preservation Office Correspondence from Daniel D. Saunders, Deputy State Historic Preservation Officer, January 11, 2010

Comment A.
We would like to remind the Delaware River Joint Toll Bridge Commission (DRJTBC) that the draft Memorandum of Agreement (MOA) must be executed before the finalization of the 4(f) document.

Response: - A Programmatic Agreement (PA) was executed for this project. The New Jersey State Historic Preservation Office is a party to the PA. The Final Section 4(f) document includes a copy of the fully- executed PA. A copy of the fully-executed PA can also be found as an Appendix to the EA Addendum.

G4 - State of New Jersey Department of Environmental Protection, Office of Permit Coordination and Environmental Review, Correspondence from Joseph D. Corleto, Principal Environmental Specialist, February 4, 2010

Division of Land Use Regulation (DLUR)

Comment A.
The proposed project will require approval under the Flood Hazard Area Control Act (FHACA) rules, which were last revised in 2007. The Environmental Assessment is incomplete with respect to any discussion that dealt with these rules. Therefore, the Division of Land Use Regulation cannot assess compliance with these Rules.

Response: See response to Comments A and B, below.

Comment B.
The proposed project will be required to satisfy the standards for fill in the flood fringe, floodway, and disturbances to riparian zones as set forth in subchapter 10 of the Flood Hazard Area Control Act Rules.

Response to Comments A and B: It is noted in the EA/Draft 4(f) in Volume 2, page B-1, that an Individual Flood Hazard Permit from NJ DEP will be required. Design information necessary for this permit will be developed during the final design and permitting phase of the project. Subchapter 10 of the FHACA rules will be addressed in the Flood Hazard Permit at that time.

Comment C.
Similarly, the Environmental Assessment did not address the Stormwater Management Rules at N.J.A.C. 7:8. Therefore, compliance with those Rules could not be determined. An application for a Flood Hazard Permit will be required to demonstrate compliance with the Stormwater Management Rules.

Response: It is noted in the EA/Draft 4(f) in Volume 2, page B-1, that an Individual Flood Hazard Permit from NJ DEP will be required. Design information necessary for this permit will be developed during the final design and permitting phase of the project. The Stormwater Management Rules in N.J.A.C. 7:8 will be addressed in the Flood Hazard Permit at that time.

Comment D.
Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A) The New Jersey portion of the project was issued a Letter of Interpretation - Line Verification (LOI) on December 12, 2005, verifying the extent of freshwater wetlands in the project area, and identifying the resource value classification of the wetlands. Intermediate and ordinary resource value wetlands were identified within the project area. The LOI is valid until December 12, 2010. It is recommended that the applicant apply for an LOI Extension, which would extend the expiration date of the LOI to December 12, 2015.

Response: The LOI Extension was applied for and the Extension was received. The expiration date is December 12, 2015.

Comment E.
The applicant is proposing the permanent disturbance of 0.64 acres of freshwater wetlands and the temporary disturbance of 0.09 acres of freshwater wetlands. Temporary impacts to wetlands transition areas are also proposed, but are not quantified in the EA. These impacts must be quantified as part of an application to NJDEP. The applicant is advised to apply for a Freshwater Wetlands Individual Permit and

address all relevant items under N.J.A.C. 7:7A - SUBCHAPTER 7 INDIVIDUAL FRESHWATER WETLANDS AND OPEN WATER FILL PERMITS. Please be advised that issuance of this permit is predicated upon the applicant presenting alternatives that would result in fewer impacts to wetlands, and further demonstrating that the selected alternative has minimized impacts to wetlands to the greatest extent possible.

***Response**: Volume 2 of the EA, Attachment B – Permits Checklists/Consistency Determinations, identifies the need for a NJDEP Freshwater Wetlands Individual Permit. This permit will be prepared and submitted to NJDEP during the Final Design and permitting phase of the project. Temporary impacts to transition areas will be quantified in the Freshwater Wetlands Permit application. Additionally, Chapter 3 of the EA, Alternatives Analysis, presents the alternatives considered for this project. Wetland impacts were a factor in selecting a Proposed Alternative. Table III-4 on page 43 presents the wetland impacts associated with the I-95 Mainline Segment design options (Inside Widening versus Outside Widening). Table III-5 on page 45 presents the wetland impacts associated with the Taylorsville Road Interchange Design Options1-4. Table III-6 on page 48 presents the wetland impacts associated with the NJ Route 29 Interchange Design Options (Option 1 a-c and Option 2). In each location, the Proposed Alternative had either the same or fewer wetland impacts than the other alternatives.*

We will provide mitigation for forested and emergent wetland impacts at a 2:1 ratio and open water impacts (i.e., the Delaware River) at a 1:1 ratio for both NJ and PA. This is the regulatory agencies' standards for mitigation. Attempts will be made, during final design, to minimize wetland impacts.

Comment F.

In addition, mitigation must be provided for wetlands impacts per N.J AC. 7:7A-15.8. Please be advised that the freshwater wetland rules require 2:1 mitigation for creation or restoration for forested, scrub-shrub, and emergent wetlands, which differs from what is proposed on p. 144 of the EA. If wetlands enhancement is proposed, the Department shall evaluate the wetlands values and functions lost as a result of the disturbance and determine on a case-by-case basis the amount of enhancement required to ensure that the mitigation area results in wetlands of equal functions and values to those lost.

Response: Comment noted. Wetland mitigation will be further defined during the Final Design and permitting phase of the project. Table IV-10, Wetland Impacts by Area, on Pages 143 and 144 presents functions and values associated with each wetland, which can be used to determine if mitigated wetland functions and values are being replaced if enhancement is proposed.

Division of Fish and Wildlife (DFW)

Comment G.

The DFW feels that the trestle causeway design along with the mitigation measures found in Section, M. Threatened and Endangered Species - 3. Mitigation, should minimize / prevent disruption of Shortnose Sturgeon spawning activities and the anadromous species spawning run. The DFW also feels that the *"Reasonable and Prudent Measures"* and *"Terms and Conditions"* provided by NMFS, and attached, should be integrated more fully into this mitigation section.

Response: The "Reasonable and Prudent Measures" and "Terms and Conditions" are part of NMFS' Biological Opinion which has been issued for this project. These "Reasonable and Prudent Measures"

and "Terms and Conditions" will be adhered to in final design and permitting and in project construction. A copy of the Biological Opinion is included as an Appendix to the EA Addendum.

Comment H.

Endangered and Non-game Species Program (ENSP): Fish and Wildlife's ENSP is still concerned with mussel species (triangle floater, yellow lampmussel and tidewater mucket), although the trestle causeway should reduce impacts to these species. The EA mentions mussel mitigation options, such as preconstruction surveys, relocation to an upstream reach, collection of additional species survey data, or habitat enhancements, but it does not discuss them. ENSP would like to see greater detail and discussion of these options in order to comment and provide assistance.

Response: As noted on page 156 of the EA/Draft (f), the project will develop a final mitigation plan for yellow lampmussel, triangle floater, and tidewater mucket in consultation with NJ DEP DFW (ENSP). This will occur during the final design and permitting phase of the project.

Division of Parks and Forestry (DP&F)

Comment I.

The Division of Parks and Forestry did not see a compensation plan in the EA to address the diversion of State Park land due to the increase in the size of the replacement bridge. Additionally a right of entry permit will be required from the Division for temporary access during construction.

Response: The only diversion of State Parkland is due to the bridge pier foundations within the Delaware and Raritan Canal State Park. It is noted on page 111 of the EA that approval from the New Jersey Green Acres Program and the Delaware and Raritan Canal Commission will be required. Coordination with Green Acres and the D&R Canal Commission has been on-going throughout the project and concurrence on the compensation plan has been reached. This compensation plan is referenced on page 167 of the EA and described in the Programmatic Agreement, Appendix B of the Draft Section 4(f) Evaluation.

Natural Lands Management

Comment J.

The Natural Lands Management program has reviewed the EA and found no mention of rare or endangered plants surveys being completed. The section of the EA addressing on Threatened and Endangered species only focused on rare and endangered animals, fish, and clams.

Response: The project coordinated threatened and endangered species information with the Office of Natural Lands Management. In a letter dated May 30, 2007, the Natural Lands Management office stated that neither the Natural Heritage Database nor the Landscape Project had any records of rare wildlife species occurring in the project area. The yellow lampmussel was identified within ¼ mile of the project area. Therefore, additional mussel surveys were conducted for the project area. Since the May 30, 2007 letter did not identify potential rare or endangered plants occurring within the project area, no plant surveys were conducted for the New Jersey portion of the project area.

G5 – Not used.

G6 - South Jersey Transportation Authority, Correspondence from Bart Mueller, Executive Director, January 19, 2010

Comment A.
The South Jersey Transportation Authority supports the DRJTBC's plan to implement All Electronic Tolling (AET) or "cashless tolling" on the Scudder Falls Replacement Bridge project. AET provides for, improved safety, lowered emissions, and mitigates congestion associated with conventional toll plazas. AET also supports variable tolls including both index based pricing, and variable pricing within a managed lane environment.

As the SJTA embarks on its own All electronic Tolling (AET) program, we support DRJTBC's efforts toward implementing AET, and look forward to coordinating with them toward statewide efficiencies that can be achieved with this state of the art toll collection system.

Response: Comment noted. DRJTBC also looks forward to such coordination.

G7 - New Jersey Transit, Correspondence from Thomas Clark, Regional Manager, Government & Community Relations, February 4, 2010

Comment A.
The NJ TRANSIT Corporation, known as NJ TRANSIT, was created by the State Legislature in 1979, and was charged with the responsibility of overseeing most bus and rail service in the state. In 2004, NJ TRANSIT completed an Alternative Analysis Study for Bus Rapid Transit service to help alleviate traffic congestion on the Route 1 corridor, which impacts the counties of Mercer, Middlesex and Somerset, and which include the core corridor communities of Plainsboro Township, West Windsor Township, Lawrence Township, Princeton Township, Princeton Borough, and South Brunswick.

Bus Rapid TRANSIT is the most cost effective way to expand public transit in the growing suburban areas of Middlesex, Somerset, and Mercer Counties, in New Jersey, and Bucks County, in Pennsylvania.

The proposed inside shoulders designed for future Route 1 Bus Rapid Transit Service on the Scudder Falls Bridge Improvement Project will help support future BRT service between New Jersey and Pennsylvania, which will help reduce traffic congestion for the region, and help improve air quality.

Therefore, NJ TRANSIT, supports the Scudder Falls Bridge Improvement Project, and looks forward to working with the Delaware River Joint Toll Bridge Commission in helping to move this much needed public transportation improvement for the region.

Response: Comment Noted.

G8 - Pennsylvania House of Representatives, Correspondence from Steve Santarsiero, 31st Legislative District, January 20, 2010

Comment A.
I understand that the Commission has decided to toll the Scudder Falls Bridge crossing at some date in the future. On behalf of the residents of the Newtown-Yardley area, many of whom regularly travel the Scudder Falls Bridge, I write to urge the Commission to reconsider that decision and, at the very least, to perform a full impact study before a final decision on the subject is made.

An impact study is necessary to assess fully how any proposed tolling of the crossing will affect the area. In particular, an impact study should include:

- The impact of traffic patterns on the bridge and on 1-95 leading to the bridge in both directions;
- The impact on other Delaware River crossings that motorists might use as alternatives to the Scudder Falls Bridge;
- The impact on nearby collector and arterial roads;
- The impact on residential areas near each potential alternative crossing;
- Environmental impacts from all of the foregoing; and
- An assessment of proposed fees and projected revenues generated by them.

I would like to request further that this issue be placed on the agenda of the Commission's February 22, 2010 meeting. I look forward to your response.

Response: As requested, the above-noted items were discussed during the February 22, 2010 Commission (DRJTBC) meeting. The Commission had a Traffic Diversion Study performed, dated May 11, 2011, to evaluate the following:

- ***The daily and peak hour traffic impacts in the southbound direction on the new Scudder Falls Bridge***
- ***The daily and peak hour traffic impacts in the southbound direction on the portion of I-95 within the project area. The southbound direction was evaluated because the Commission is only proposing to implement tolls in the southbound direction.***
- ***The impacts on other Delaware River crossings***
- ***Impacts on nearby arterial routes and other major links in the roadway network.***

The study shows that construction of a new Scudder Falls Bridge (with tolls in the southbound direction) will not cause an inordinate amount of traffic to divert to and overwhelm the other river crossings. The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls project (additional travel lanes, safer ramp entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours.

A copy of Representative Santarsiero's letter dated January 20, 2010 is attached as Appendix A to this Response to Comments document. The Commission sent a copy of the Traffic Diversion Study, dated September 8, 2010, to Representative Santarsiero on October 6, 2010 and a copy of the transmittal letter is also included in Appendix A of this Response to Comments document. Subsequent to that

time, the Traffic Diversion Study was updated to clarify the study methodology and the final Traffic Diversion Study was completed on May 11, 2011.

The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. As the project advances, the Commission will determine what the toll rates will be as well as when tolling in the southbound direction will become effective.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge. Details regarding those mitigation commitments will be found in the Interagency Agreement.

G9 - Pennsylvania House of Representatives, Correspondence from Steve Santarsiero, 31st Legislative District, January 20, 2010 (Second letter)

Comment A.

Once again, I would like to thank the Delaware River Joint Toll Bridge Commission (DRJTBC or the Commission) for its commitment to build full-height sound barriers to protect most of the neighborhoods along Interstate 95 in Lower Makefield Township (LMT).

In a letter dated July 1, 2008, LMT manager Terry Fedorchak wrote to the DRJTBC at my request and that of my colleagues on the LMT Board of Supervisors. In that letter, LMT requested that, as part of the Scudder Falls improvement Project (see enclosure), the Commission expand planned barriers to delineated gap areas. Those gaps in the approved sound barrier plan had been identified as places where a lack of barrier coverage would have an adverse impact on adjacent neighborhoods. As the state representative for the district that includes LMT, I renew my request on behalf of affected residents to extend the sound barrier footprint to close the remaining gaps. I would ask further that this issue be placed on the agenda of the Commission's February 22, 2010 meeting.

Response: As requested, the above-noted items were discussed during the February 22, 2010 Commission (DRJTBC) meeting. The Commission is providing more noise abatement for this project than is required under guidance and standards of the Federal Highway Administration, the Pennsylvania Department of Transportation, and the New Jersey Department of Transportation. The Commission has committed to spending an additional $4.5 million in noise walls more than is required under the FHWA/PennDOT/NJDOT criteria.

The gap areas shown on the plan will remain. If the Commission were to be guided solely by the established criteria for noise-abatement placements in the Scudder Falls project area, the Commission's total noise-barrier installation costs would have been $3 million. The Commission decided to exceed what is required under these established design standards. We are committed to installing an additional $4.5 million worth of noise walls – a total cost of $7.5 million, or 150 percent, more than is required under FHWA/PennDOT/NJDOT criteria of noise levels, feasibility and cost reasonability.

The designated locations for these additional noise walls were not chosen arbitrarily. They were selected based on using a FHWA model which was calibrated using our relaxed threshold for designating noise wall locations. This approach provided a defensible rationale for where public funds could be expended to install additional noise walls. Likewise, this modeling identified areas where further public expenditures for the erection of additional noise walls could not be supported.

We reexamined the project record on these locations. Due to the distance from the roadway, the future sound levels as a result of the project would not impact residences in Noise Study Area 5 (NSA 5), which is the west side of I-95 between Quarry Road and Dolington Road. Therefore, sound walls are not warranted in accordance with the model's noise criteria. As for the gaps for NSA 4 (west side of I-95 – Bridle Estate/Devonshire neighborhoods) and NSA 6 (east side of I-95 – Makefield Chase neighborhood), the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and reasonability cost-reasonability criteria. Similarly for NSA 7 (west side of I-95 behind the rest-stop, the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and cost reasonability criteria .

For NSA 6, the proposed section of noise wall north of Quarry Road provides noise mitigation for all residences located adjacent to I-95 and Quarry Road. The proposed noise wall terminates a short distance north of Quarry Road because there are no additional residences in close proximity to the I-95 roadway north of that location where noise mitigation needs to be considered. The LMT Recreational Fields are located within this section of NSA 6. This condition exists from the point where the proposed noise barrier terminates north to Dolington Road. The noise wall picks up again just north of Dolington Road and is proposed to run for the remainder of NSA 6 and beyond.

The gap in the proposed noise wall for NSA 4 is again the result of no residences in close proximity to the I-95 roadway that meet the threshold of consideration for noise abatement. The closest residence is approximately 300 feet from the I-95 right-of-way. The future build noise level for the closest residence within this gap section of NSA 4 is 63dBA, which is less than the 66 dBA noise threshold criteria established by FHWA, PennDOT and the DRJTBC for consideration of noise mitigation. There was also not a 10 dBA increase in the noise level for this property, which was the other criterion for consideration of noise mitigation. This gap area is where the 50" raised concrete Jersey barrier is proposed.

The gap in the proposed noise wall for NSA 7, the area immediately behind the rest area is a similar situation. The portion of the project along the rest area in Pennsylvania is designated as NSA 7. The recommended noise barrier for NSA 7 is approximately 2,469 feet long with an average height of 10.5 feet. The system consists of two barrier segments, one on each side of the rest area. There is a gap in the proposed noise wall for NSA 7, in the area immediately behind the existing I-95 rest area. The residences located behind the rest area are located well off the property line and more than 500 feet from the edge of the I-95 roadway. The existing noise levels measured at these residences are less than or equal to 60 dBA. The calculated, future-build noise levels are less than the 66 dBA noise threshold criteria established by FHWA, PennDOT and the DRJTBC for consideration of noise mitigation.

G10 - Pennsylvania Department of Conservation and Natural Resources, Bureau of Forestry, Correspondence from Andrew Rohrbaugh, Environmental Review Specialist, December 30, 2009

Comment A

Thank you for the submission of your field survey for Pennsylvania Natural Diversity Inventory (PNDI) Environmental Review Receipt Number 020515 for review. PA Department of Conservation and Natural Resources screened this project for potential impacts to species and resources of concern under DCNR's responsibility, which includes plants, terrestrial invertebrates, natural communities, and geologic features only.

PNDI records indicated species or resources of concern are located in the vicinity of the project. However, based on the information you submitted concerning the nature of the project, the immediate location, and the survey report received by this office 7/16/07, DCNR has determined that no impact is likely. No further coordination with our agency is needed for this project.

This response represents the most up-to-date summary of the PNDI data flies and is valid for one (1) year from the date of this letter. An absence of recorded information does not necessarily imply actual conditions on-site. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered.

Should the proposed work continue beyond the period covered by this letter, please resubmit the project to this agency as an "Update" (including an updated PNDI receipt, project narrative and accurate map). If the proposed work has not changed and no additional information concerning listed species is found, the project will be cleared for PNDI requirements under this agency for an additional year.

This finding applies to impacts to DCNR only. To complete your review of state and federally-listed threatened and endangered species and species of special concern, please be sure the U.S. Fish and Wildlife Service, PA Game Commission, and the Pennsylvania Fish and Boat Commission have been contacted regarding this project as directed by the online PNDI ER Tool found at www.naturalheritage.state.pa.us.

Response: Comment noted. The following updated PNDI response letters were received:

- ***PA Department of Conservation and Natural Resources, letter dated October 19, 2011***
- ***PA Game Commission, letter dated October 4, 2011***
- ***US Fish & Wildlife Service, letter dated October 4, 2011***
- ***PA Fish & Boat Commission, letter dated May 11, 2011***

The PNDI response letters remain valid for a period of one year. Copies of the most recent PNDI response letters are included as an Appendix to the EA Addendum.

G11 - Pennsylvania Department of Conservation and Natural Resources, Bureau of State Parks, Correspondence from John W. Norbeck, Director, January 29, 2010

The ROW for the proposed improvement work includes portions of Delaware Canal State Park and given the intensive nature of this work, the Bureau of State Parks wishes to provide the following comments and requests, some of which have been communicated to various agencies in this work previously.

Comment A.

The Bureau requires that no permanent structures (bridge abutments, etc.) be built on canal property. The integrity of this National Historic Landmark and its recreational value and use are paramount.

Response: There are no permanent structures proposed within the NHL boundary. The proposed improvements will move the abutments associated with the existing overpass outside of the NHL boundary for the Delaware Canal. The proposed bridge abutments will be outside the NHL boundary,

and the entire bridge structure will be located within the current highway legal right-of-way. Aside from the removal of the existing overpass abutments, no direct permanent impacts will occur to the canal prism, towpath, stone retaining wall, or other integral parts of the resource. A description of proposed impacts to the canal is presented on page 165 of the EA.

The pedestrian/bicycle facility incorporated into the design of the replacement bridge will enhance the recreational use of the canal towpaths by linking the 2 canal park systems in Pennsylvania and New Jersey.

Comment B.
While temporary crossings could be permitted, they should be designed and installed in such a way that water flow is not impacted and such crossings are able to withstand flood water flows. Any such crossing(s) should be removed when project is completed. This letter alone does not constitute permission for temporary crossings.

Response: Temporary crossings over the Delaware Canal will be coordinated with DCNR. The crossing, if any, will be installed in a manner not to impede water flow and be able to withstand flood water flows. Any such crossing will be removed when construction is complete and the areas restored.

Comment C.
If the trail is blocked for construction we ask that the contractor provide, and clearly sign, a safe North/South passage for trail users. Should trail blockage occur, the management of Delaware Canal State Park shall be informed. Park management will be given the opportunity to review any possible blockages, the anticipated duration of these blockages, and the alternative route being proposed. Such notification should occur as far in advance as possible but at a minimum of 90 days, so public notification might be undertaken to alert users of these blockages, if appropriate. If the trail is blocked, and the alternate route is still on park property, Park management must be notified. No clearing is permitted to create alternate routes. Any materials brought on site must be native and certified weed free.

Response: See response to Comments C & D, below.

Comment D.
The Bureau of State Parks requires advance knowledge of any activities that could adversely impact current public use. Should any facilities or portion of the canal path be rendered unusable, this notification would allow us to advise the public through a number of avenues, including notification through the DCNR website, Press Releases and on-site signage.

Response to Comments C and D: The demolition of the existing bridge structure and the construction of the proposed bridge structure will require limited, temporary closure of the Delaware Canal and towpath to pedestrians and recreational watercraft in the project area. Temporary closures are required to remove the existing superstructure and abutment walls. Also, the placement of new superstructure beams and abutments will require temporary closures. The project will involve close coordination with DCNR and the Park Management Staff during final design and construction to review any proposed detours, maintenance and protection of trail user traffic, signage, and notifications. Notification will be provided at a minimum of 90 days to the extent possible. Alternate routes and detours will not involve clearing. Disturbed areas will be restored; native plants materials will be used and will be certified weed free.

Comment E.
The Bureau requires that any disturbance of canal lands - in or out of the watered prism -be reclaimed to original condition. Any reclamation must be completed with approved materials and seed mixes. Should tree removal occur we will assess an aesthetic and replacement value on any trees removed or damaged.

Response: Disturbance of Delaware Canal lands will be restored to original condition. A tree removal plan within the Canal property will be reviewed and approved by DCNR. Restoration plans will be submitted to DCNR for review and approval.

Comment F.
This letter does not constitute approval to perform work outside the existing right of way. Any such work will require written approval from the Bureau of State Parks.

Response: Comment noted. Follow-up coordination will be conducted with the Bureau of State Parks for any temporary construction activity within state parkland and outside the highway legal right-of-way. Written approval will be obtained from the Bureau of State Parks.

G12 - Pennsylvania Fish and Boat Commission, Correspondence from Jeff Schmid, Fisheries Biologist, February 3, 2010

Comment A.
The stated mitigation for adverse impacts to mussel species indicates that there will be future development of a Mussel Mitigation Plan in coordination with the New Jersey Division of Fish and Wildlife. The PFBC requests the opportunity to be included in the interagency coordination for developing this mitigation plan since we too have state jurisdictional responsibilities and relevant experience for protecting mussel species.

Response: The project will coordinate with the PA Fish and Boat Commission during the development of the mussel mitigation plan, which will be developed during the final design and permitting phase of the project.

Comment B.
In regard to "Threatened and Endangered Species", Table IV-11 on page 150, Volume 1 of the EA has several omissions and errors regarding the state listing status of some of the species. Although the bog turtle is correctly identified as a federally threatened species, it is listed as an endangered species by both Pennsylvania and New Jersey, but this is not correctly indicated in the Table. Also, the shortnose sturgeon, in addition to being federally listed, is state listed as an endangered species by both Pennsylvania and New Jersey, but this status is omitted from the table and other narrative discussions. Similarly, the Atlantic sturgeon is state listed as an endangered species by Pennsylvania. Most importantly, the proposed species impact mitigation measures are appropriate.

Response: Comment noted. The corrected information is shown in Section IV.N of the EA Addendum.

Comment C.
One area of concern which has not been sufficiently discussed in the EA is the provision for qualified Environmental Monitors) to regularly inspect the project site during construction. The aforementioned

mitigation measures on page 156 of Volume 1 of the EA include water quality monitoring for turbidity and sedimentation within the Delaware River downstream of the causeways and cofferdams during their construction and removal. Written guidance and competent performance of this monitoring task are especially important for protecting the numerous fish and mussel species inhabiting the river. We recommend that the Environmental Monitors) be assigned oversight of this water quality monitoring, as well as for implementation of the Erosion and Sedimentation Pollution Control Plan and the Spill Prevention Control and Countermeasures Plan that will be developed in the future. Although the EA indicates that these environmental protection plans will be developed, we believe that assigning individuals solely with the responsibility to oversee the implementation of these plans through onsite inspection and communication with construction personnel will improve the likelihood that problems will be prevented and that a prompt and appropriate intervention will occur if an environmental problem arises.

Response: The DRJTBC plans on having a qualified environmental monitor on site to regularly inspect/monitor the water quality mitigation measures that are employed throughout construction. The Environmental Monitor will also inspect/monitor the implementation of the Erosion and Sedimentation Pollution Control Plan and the Spill Prevention Control and Countermeasures Plan that will be developed for the project. This is also noted in Section IV.H., Surface Waters, of the EA Addendum, and also to Section IV.N., Threatened and Endangered Species of the EA Addendum.

G13 - Delaware Valley Regional Planning Commission, Correspondence from Barry Seymour, Executive Director, February 1, 2010

Comment A.
The proposed project is consistent with the DVRPC's adopted long range plan for 2035, *Connections, The Regional Plan for a Sustainable Future*, and is included in the Plan. The project is also included in DVRPC's current, adopted Transportation Improvement Programs (TIP) for Pennsylvania and New Jersey, although no state or federal funding is currently allocated through the TIP.

Response: Comment Noted.

Comment B.
We support and urge the Commission to advance two additional components of the overall project: (1) implementation of the proposed Bus Rapid Transit (BRT) lane and (2) implementation of the proposed pedestrian/bicycle facility. Both project components are consistent with DVRPC's adopted Congestion Management Process (CMP). Just as there is explicit inclusion of the improvements that would accommodate the Route 1 BRT service, we believe there should be a commitment at this time for inclusion of the pedestrian/bicycle facility. We believe these multi-modal components are integral to the overall advancement of the scope of the proposed highway and bridge improvements.

Response: In consultation with NJ Transit, a 14-feet wide median shoulder will be constructed to accommodate BRT vehicles during periods of congestion. Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

Comment C.

Editorial Comments: edit text in Summary Section (p. xii) and in Chapter 1 (p. 4) **change from:** "The project is included in DVPRC Long Range Transportation Improvement Program (TIP) and the New Jersey 2-Year TIP" **change to:** "The project is included in DVPRC's Long Range Plan (Year 2035) and Transportation Improvement Program (TIP)"

Response: Comment noted. This correction is noted in the errata.

Comment D.

In addition to the above comments on the project design and scope, we also note the proposal to establish tolls at the bridge as a means to pay for the new facility and its ongoing maintenance. While we recognize that such an approach may be the only feasible means to pay for the improvements, we must also recognize that such an action may have impacts on the adjoining state highways, on the surrounding local road network, and in affected communities both locally and throughout the region. We welcome the opportunity for continued dialogue to help identify the potential impacts and to help develop a strategy to address those impacts so the project may proceed.

Response: The Commission had a Traffic Diversion Study performed, dated May 11, 2011, to evaluate the following:

- ***The daily and peak hour traffic impacts in the southbound direction on the new Scudder Falls Bridge***
- ***The daily and peak hour traffic impacts in the southbound direction on the portion of I-95 within the project area. The southbound direction was evaluated because the Commission is only proposing to implement tolls in the southbound direction.***
- ***The impacts on other Delaware River crossings***
- ***Impacts on nearby arterial routes and other major links in the roadway network.***

The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls project (additional travel lanes, safer ramp entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania

and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge. Details regarding those mitigation commitments will be found in the Interagency Agreement.

G14 - Delaware River Basin Commission, Correspondence from William J. Muszynski, Water Resources Management Branch, January 28, 2010

Comment A.
From March 2007 until May 2007 there was correspondence between you and Paul Scally, a former member of the Project Review staff of the Delaware River Basin Commission (DRBC). Paul Scally has since retired, and no recent correspondence has been received from the Delaware River Joint Toll Bridge Commission (DRJTBC) concerning the above referenced project.

DRBC issued an application request letter dated October 30, 2008 (copy enclosed) requesting the DRJTBC to submit application materials. Part of that letter reads:

"Please complete the following forms and return them within 60 days of the receipt of this letter:
Project Approval Application Form
Applicant's Statement - Project Review Fee Form"

To date, DRBC has not received the requested application materials from the DRJTBC. The application materials were to be submitted to DRBC on or around December 28, 2008. Sent via certified mail. Return receipt requested. Article Number: 91 7108 2133 3931 4501 1936.

Section 2.3.5A.10. of the DRBC's Rules of Practice and Procedure provides criteria under which projects are reviewable by the DRBC pursuant to Section 3.8 of the *Delaware River Basin Compact.* Those projects include bridges and highways that pass in or across an existing or proposed reservoir or recreation project area as designated in the Comprehensive Plan

On January 19, 2005, Resolution No. 2005-2 was adopted by the Commission designating the Lower Delaware River and its tributaries from River Mile 133.4 to 209.5 as the Lower Delaware River Special Protection Waters (SPW) for an interim period until regulations could be established. Regulations for the permanent designation of the Lower Delaware River as SPW were adopted by Resolution 2008-G on July 16, 2008. This ruling provides that all waters of SPW are considered recreational in nature.

Because the project is subject to review and approval by the Commission, I ask that you please complete the following forms and return them within sixty (60) days of the receipt of this letter

Project Approval Application Form
Applicant's Statement - Project Review Fee Form

The documents listed below can be downloaded from the DRBC website, http://www.state.nj.us/drbc/regula.htm. If you would prefer to receive hard copies of these items, please contact the Project Review Section at extension 216 to request them.

Delaware River Basin Compact	Flood Plain Regulations
Rules of Practice and Procedure	Water Supply Charges
Water Code of the Basin	Protected Area Regulations
Basin Regulations - Water Quality	

Failure to comply may result in a representative from the DRJTBC being requested to appear before the Commissioners at the next Commission Public Hearing. If you have any questions, please me at extension 221.

Response:
The Commission is committed to continuing to work with the DRBC throughout design and construction of this project. The Commission intends to submit for the necessary permits once the NEPA decision is rendered and the project enters the design/permitting phase.

G15 - Township of Ewing, Correspondence from the Honorable Jack J. Ball, Mayor, January 22, 2010

Comment A.
I attended the public hearing on January 19, 2010 and I wish to have this correspondence entered into the public record opposing the present plan to impose a toll to cross the Bridge. In addition, it is disturbing to me that there had been no previous contact with my office prior to the announcement of the revised bridge expansion plans and the use of tolls to pay for such expansion.

Relative to the toll plan, my objection is primarily traffic related. Regardless of the cost of the toll, there will be a diversion of traffic by those who seek to avoid the toll. This diversion will have the greatest impact upon Ewing's Roads and its citizens. I presume that the desire to expand the Bridge is to accommodate the peak hour traffic issues caused by the fact that there are a disproportionate number of Pennsylvania residents commuting to their New Jersey jobs. Thus, most of these local residents are aware of the non-toll alternatives on the bridges in Trenton and Hopewell.

There are three I-95 exits in Ewing travelling southbound and none can accommodate the additional traffic that will divert due to the tolls. A review of the impact on the roads and neighborhoods adjacent to each is worthy of review.

The greatest impact will be at Exit 2, Bear Tavern Road. The Bridge plans propose no improvements to this exit. Exits from I-95 have minimal stacking and require left hand turns to proceed north. Bear Tavern Road has been the route of choice between Hopewell and Trenton since George Washington traversed is on Christmas night some 240 years ago. In addition, Bear Tavern Road provides access through two rail overpasses (Scotch Road and Sullivan Way) that are in great need of replacement and constrain traffic into two lanes (one in each direction). More importantly, Bear Tavern Road bisects several established residential neighborhoods. When the General Motors site and the Naval Center site are redeveloped traffic will be strained and additional Bridge diversionary traffic will bring gridlock.

Complicating the issue is the decision of Mercer County to replace the Jacobs Creek Road Bridge with a span that is designed to permit an increase in not only the amount of traffic but its speed. I have gone on record that such new bridge must not be allowed unless there is a reduction of the speed limit on Bear Tavern Road, institution of weight limits on the new bridge and the installation of other traffic calming devices.

Additional traffic exiting from I-95 onto Route 29 will likewise have a serious negative impact on Ewing residents, particularly those who reside to the north. Route 29 is already a dangerous road and is the scene of many serious accidents. There are several residences whose driveways are already dangerous to enter and exit and the volume of traffic that will divert will make their access virtually impossible.

Relative to Route 29 I would like to point out that the City of Trenton is imminently planning the redesign of Route 29 within its borders to be a "boulevard" with many cross streets and lights installed in order to slow traffic. Additional traffic going south on Route 29 will surely negate the traffic calming desire of the road redesign.

If the purpose of the tolls is to pay for a design of the Bridge that is greater than contemplated several years ago, I request that the newly announced expansion be scrapped so that tolls would not be necessary. Bigger is not always better.

If the purpose of the Bridge expansion is so that commuters will not be inconvenienced the Bridge Commission needs to be more considerate of the host communities who border I-95 in the vicinity of the Bridge. Ewing Township continues to experience economic growth particularly in the corridor adjacent to I-95 and it is my fear that moving the traffic jam from I-95 to the streets of Ewing will negatively impact business looking to relocate in Ewing.

It is for these reasons that I oppose the tolls and whatever expansion is being funded by tolls. I also object because Ewing was not given an opportunity to participate in the decision making process.

My staff has attempted to schedule a meeting with your office but has not received a return call to schedule and, therefore, I am compelled to correspond with you in this matter.

Response: At the Mayor's request, a meeting was held with Mayor Ball and members of the Ewing Township Council on February 2, 2010 during which Commission representatives described the purpose and need for the project, the various alternative alignments considered for the bridge and the adjacent interchanges, widening alternative for the I-95 mainline, the preferred alternative for the project, environmental issues associated with the project and the proposed action regarding noise walls for the project. Mayor Ball stated his concern with the Commission's decision to toll the Scudder Falls Bridge and, in particular, the impact the toll would have on Ewing Township. The Commission distributed a fact sheet entitled "Cashless Tolling" and explained that the decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding were available for the project even though a large portion of the improvements are outside the Commission's jurisdiction. Council members inquired as to whether previous toll increases by the Commission considered costs for the Scudder Falls Bridge replacement. It was indicated that prior toll increases did not account for the costs of replacing Scudder Falls Bridge. It was questioned whether the Commission looked into Federal and/or State funding participation for the project. It was stated that the Commission looked into Federal and State funding participation for this project. However, no funding was available from either state and neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The Commission applied for Federal stimulus funds in the form of a TIGER Grant and a TIFIA Loan, both from the USDOT and a decision on those 2 applications had not been rendered at the time of the meeting. Subsequent to the meeting, the Commission was informed that they were not successful in obtaining federal funds.

A Council member inquired as to whether the Commission could offer Ewing residents free passage or a discounted toll when utilizing the bridge. The Commission explained their current discount for E-ZPass users, but cited legal issues with offering discounts to residents.

The remainder of this response was not discussed during the February 2, 2010 meeting with the Mayor and Township Council. It is being provided to address the comment regarding traffic diversions due to tolling.

The Commission had a Traffic Diversion Study performed, dated May 11, 2011, to forecast the volume of traffic that could be expected to divert from using the Scudder Falls Bridge in the southbound direction to avoid the tolls. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The Traffic Diversion Study shows that the majority of motorists who divert from using the southbound direction of the Scudder Falls Bridge will end up using the Route 1 (Trenton-Morrisville) bridge. Roads in Ewing that were evaluated as part of the Traffic Diversion Study include:

- ***Route 29 (Northbound) north of I-95 and south of CR 546***
- ***Bear Tavern Road (Northbound) north of I-95 and south of CR 546***
- ***Bear Tavern Road/Grand Avenue (Southbound) south of W. Upper Ferry Road.***
- ***Route 29 (Southbound) south of Lower Ferry Road***
- ***Sullivan Way (Southbound) south of Lower Ferry Road***
- ***Parkway Ave./Rte 634 (Southbound) between Scotch Rd. and Olden Avenue***

For the roadway segments listed above, an analysis was performed to determine how the peak hour traffic volumes compared to the capacity of those facilities. This is commonly expressed as the volume to capacity (v/c) ratio, which is a measure that reflects mobility and quality of travel of a facility or section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a v/c of 1.00 indicates that the roadway facility is operating at its capacity. The v/c ratio is a common performance measure that is widely used in transportation studies. Tables showing the v/c ratios are included in the EA Addendum, but the information on the above referenced roadway segments within Ewing Township are summarized below:

Roadway Segment	*2015 Peak Hour Volume to Capacity Ratios*			*2030 Peak Hour Volume to Capacity Ratios*		
	No Build/No Toll	*Build/Low Toll*	*Build/High Toll*	*No Build/No Toll*	*Build/Low Toll*	*Build/High Toll*
Rte. 29 NB north of I-95	*0.46*	*0.49*	*0.50*	*0.49*	*0.51*	*0.52*
Rte. 29 NB south of CR 546	*0.39*	*0.42*	*0.43*	*0.42*	*0.43*	*0.44*
Bear Tavern Rd. NB, north of I-95and south of CR 546	*0.23*	*0.25*	*0.25*	*0.25*	*0.26*	*0.26*
Bear Tavern Rd./Grand Ave. SB south of W. Upper Ferry Rd.	*0.17*	*0.18*	*0.18*	*0.18*	*0.19*	*0.19*
Rte. 29 SB south of Lower Ferry Rd.	*0.20*	*0.20*	*0.21*	*0.21*	*0.22*	*0.22*
Parkway Ave./Rte 634 SB between Scotch Rd. and Olden Ave.	*0.21*	*0.22*	*0.22*	*0.22*	*0.23*	*0.23*

The results of the diversion analysis demonstrate that there is minimal impact to the v/c ratios for the roadway segments analyzed within Ewing, NJ under the low toll or high toll scenarios in both 2015 and 2030. The largest increase in v/c ratios occurs on Route 29 northbound, north of I-95 where the v/c ratio increases by 0.04 (from 0.46 to 0.50) for the 2015Build/High Toll scenario in comparison to the No Build/No Toll scenario. The v/c ratio for the 2030 Build/High Toll scenario was determined to be 0.52. A v/c ratio of 0.52 indicates that a roadway is operating at 52% of its available capacity.

The Traffic Diversion Study shows that, during the peak hour for the years 2015 and 2030, the traffic volumes on the local roadways cited above, will increase slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those roadways without constructing the new Scudder Falls Bridge (with tolls). As discussed in the EA Addendum, the overall findings indicate that the traffic diversions resulting from the tolling of the southbound direction of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge. Details regarding those mitigation commitments will be found in the Interagency Agreement.

G16 - Township of Plainsboro, Correspondence from the Honorable Peter A. Cantu, Mayor, January 27, 2010

Comment A.
On behalf of the Township Committee for the Township of Plainsboro, Middlesex County, New Jersey, please accept this letter supporting the l-95/Scudder Falls Bridge Improvement Project. This is an important project for New Jersey and Pennsylvania particularly as it relates to the traffic flow within the Route 1 Corridor.

As understood, the inside shoulder of 1-95 throughout the project area will be fourteen feet wide to accommodate potential Route 1 Bus Rapid transit (BRT) service that would operate during congested conditions. It is further understood the addition of a bicycle and pedestrian facility on the southbound side of the bridge is also being considered.

The Township Committee supports the BRT project as well as other reasonable projects that facilitate a BRT component. We look forward to the ground breaking of this important improvement connecting New Jersey and Pennsylvania.

Response: Comment Noted. Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health,

environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

G17 - Township of Lower Makefield, Correspondence from Terry Fedorchak, Lower Makefield Township Manager, February 1, 2010

Comment A.

Sound Barriers: As we wrote in our July 1, 2008, letter (copy attached), we are appreciative of the Commission's commitment to construct full-height sound barriers, but still serious concerns about the gaps outlined in that letter. The Board of Supervisors requests that this item be placed on the agenda for the February 22, 2010, Commission meeting.

Response: As requested, the above-noted items were discussed during the February 22, 2010 Commission (DRJTBC) meeting. The Commission is providing more noise abatement for this project than is required under guidance and standards of the Federal Highway Administration, the Pennsylvania Department of Transportation, and the New Jersey Department of Transportation. The Commission has committed to spending an additional $4.5 million in noise walls more than is required under the FHWA/PennDOT/NJDOT criteria.

The gap areas shown on the plan will remain. If the Commission were to be guided solely by the established criteria for noise-abatement placements in the Scudder Falls project area, the Commission's total noise-barrier installation costs would have been $3 million. The Commission decided to exceed what is required under these established design standards. We are committed to installing an additional $4.5 million worth of noise walls – a total cost of $7.5 million, or 150 percent, more than is required under FHWA/PennDOT/NJDOT criteria of noise levels, feasibility and cost reasonability.

The designated locations for these additional noise walls were not chosen arbitrarily. They were selected based on using a FHWA model which was calibrated using our relaxed threshold for designating noise wall locations. This approach provided a defensible rationale for where public funds could be expended to install additional noise walls. Likewise, this modeling identified areas where further public expenditures for the erection of additional noise walls could not be supported.

We reexamined the project record on these locations. Due to the distance from the roadway, the future sound levels would not impact residences in Noise Study Area 5 (NSA 5), which is the west side of I-95 between Quarry Road and Dolington Road. A noise wall was not proposed in the area of Brentwood Road (NSA 5) because the properties and residences are sufficiently removed from the proposed roadway that predicted noise levels for the year 2030 do not warrant consideration of noise abatement. The residences are approximately 250 feet or more from the I-95 right-of-way.

As for the gaps for NSA 4 (west side of I-95 – Bridle Estate/Devonshire neighborhoods) and NSA 6 (east side of I-95 – Makefield Chase neighborhood), the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and reasonability cost-reasonability criteria. The gap in the proposed noise wall for NSA 4 is the result of an area where there are no residences in close proximity to the I-95 roadway that meet the threshold of consideration for noise abatement. The calculated, future-build noise level for the closest residence (approximately 300 feet from the I-95 property line) within this gap section of NSA 4 is 63 dBA, which is less than the 66 dBA noise threshold criteria established by FHWA, PennDOT and the DRJTBC for

consideration of noise mitigation. In addition, a 10 dBA increase to the existing noise level for this property in the proposed action, did not exist. This was the other criterion for consideration of noise mitigation. This gap area is where the 50" raised concrete Jersey barrier is proposed.

Similarly for NSA 7 (west side of I-95 behind the rest stop, the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and cost reasonability criteria . The residences located behind the rest area are located well off the property line and more than 500 feet from the edge of the I-95 roadway. The existing noise levels measured at these residences are less than or equal to 60 dBA. The calculated, future-build noise levels are less than the 66 dBA noise threshold criteria established by FHWA, PennDOT and the DRJTBC for consideration of noise mitigation.

For NSA 6, the proposed noise wall terminates a short distance north of Quarry Road because there are no additional residences in close proximity to the I-95 roadway north of that location where noise mitigation needs to be considered. The LMT Recreational Fields are located within this section of NSA 6. This condition exists from the point where the proposed noise barrier terminates north to Dolington Road.

Comment B.

Addition of Toll: It is the Township's understanding that the Commission has decided to toll the Scudder Falls Bridge crossing at some date in the future. We are asking the Commission to reconsider that decision. If the Commission decides to move forward with the toll charge, we strongly suggest that an impact study to assess how the toll charge will affect the area.

That study should include the following:

- The impact of traffic patterns on the bridge and on 1-95 leading to the bridge in both directions.
- The impact on other Delaware River crossings that motorists might use as alternatives to the Scudder Falls Bridge
- The impact on nearby local, collector and arterial roads
- The impact on residential areas near each potential alternative crossing
- Environmental impacts from all of the foregoing
- An assessment of proposed fees and projected revenues generated by them

We ask that consideration to conduct an impact study also be placed on the agenda of the Commission's February 22, 2010, meeting.

Response: As requested, the above-noted items were discussed during the February 22, 2010 Commission (DRJTBC) meeting.

The Commission had a Traffic Diversion Study performed, dated May 11, 2011, to evaluate the following:

- ***The daily and peak hour traffic impacts in the southbound direction on the new Scudder Falls Bridge***
- ***The daily and peak hour traffic impacts in the southbound direction on the portion of I-95 within the project area. The southbound direction was evaluated because the Commission is only proposing to implement tolls in the southbound direction.***
- ***The impacts on other Delaware River crossings***
- ***Impacts on nearby arterial routes and other major links in the roadway network.***

The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls project (additional travel lanes, safer ramp entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge. Details regarding those mitigation commitments will be found in the Interagency Agreement.

Tolling will be in the southbound direction only and will be cashless, meaning tolls will be collected electronically, and a conventional toll plaza will not be built.

Comment C.

Storm Water Run Off: Approximately twenty acres of new impervious surface will be created by the roadway expansion. Please provide the Township with a plan for addressing the increased storm water runoff and the impact it will have on surrounding land in Lower Makefield Township and Yardley Borough.

We ask that this issue be placed on the agenda of the Commission's February 22, 2010, meeting.

Response: A meeting was held on August 17, 2010 between representatives of the Commission and Lower Makefield Township, wherein drainage and regulatory issues were discussed. The project will require a Section 404/10 permit from the US Army Corps of Engineers (USACE) and a Section 105/106/401 permit from PADEP. A Joint Permit Application will be submitted to the USACE and PADEP for these approvals. In addition, coordination will be conducted with the Delaware River Basin Commission to obtain their concurrence on the project.

Stormwater mitigation measures are outlined on pages 132-134 of the EA. Detention basins, infiltration and other measures will be utilized to limit the stormwater runoff. The Commission will continue to coordinate with Lower Makefield Township as the project advances through design and construction. Page 133 of the EA/Draft 4(f) addresses post-construction stormwater management plans. These plans are conceptual at this time but will be fully developed during the final design and

permitting phase. Stormwater BMP's (Best Management Practices) will be incorporated into the project to handle the additional volume of stormwater runoff generated by the project on the PA side consistent with 25 Pa. Code Chapter 102. The final plan will comply with applicable PennDOT and NJDOT guidance and practices. Under the PA Chapter 105 permit process, the project's post construction stormwater plans and an analysis of its impact on any relevant approved stormwater management plan (Act 167 plan) will be provided to Lower Makefield Township for review. The Township will be provided with the opportunity to comment on this analysis.

Comment D.
Bike/Pedestrian Pathway: The Board of Supervisors restates its position that a Bicycle and Pedestrian Pathway should be included in the construction of the Scudder Falls Bridge Improvement Project. See copy of Lower Makefield Township Resolution No. 2159.

Response: Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

G18 – Yardley Borough, Correspondence from Joseph Hunter, Council President, January 25, 2010

Comment A.
The Yardley Borough Council strongly disagrees with the proposed implementation of a toll on the new Scudder Falls Bridge. Although the project planning has taken over 6 years and many meetings, the idea of a toll was first disclosed on December 21, 2009. Why at virtually the last minute are we now just hearing about the toll? And also not what the proposed toll fee will cost users of the bridge. Yardley Borough Council is opposed to the toll for several important reasons.

A toll on the Scudder Falls Bridge will have a severe economic impact on the Yardley Borough residents. Like many communities our residents have experienced hard economic times. The implementation of a toll will only increase the financial burden to our residents.

More importantly, the Council feels the toll will have a negative environmental impact on our community. People will avoid using a toll bridge and take an alternative route whenever possible. This will cause drivers to use Man (Main) Street and River Road in Yardley to get to I-95 in New Jersey by way of the bridges in Trenton. Because Yardley is already experiencing heavy traffic this would be a catastrophe for our community. Let alone the increased damage to our streets and roads.

Response: The Commission had a Traffic Diversion Study performed, dated May 11, 2011, to forecast the volume of traffic that could be expected to divert from using the Scudder Falls Bridge in the southbound direction to avoid the tolls. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The Traffic Diversion Study shows that the majority of motorists who divert from using the southbound direction of the Scudder Falls Bridge will end up using the Route 1 (Trenton-Morrisville) bridge. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. As discussed in the EA Addendum, the overall findings indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways, including Main

Street and River Road in Yardley to get to other Trenton river crossings. Roads in Yardley that were evaluated as part of the Traffic Diversion Study include:

- ***River Road/Rte. 32 (Northbound) north of Washington Crossing***
- ***US Rte. 13/Main Street (Northbound) both north and south of Edgewood Road.***
- ***US Rte. 13/Main Street (Northbound) north of Big Oak Road.***

The Traffic Diversion Study shows that, during the peak hour for the years 2015 and 2030, the two-way traffic volumes on River Road/Rte. 32 (Northbound) north of Washington Crossing, will remain the same or decrease slightly for the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those roadways without constructing the new Scudder Falls Bridge (with tolls). Similarly, the one-way traffic volume on River Road/Rte. 32 (Northbound) north of Washington Crossing, remains the same or decreases slightly, with the exception of the 2015 high toll scenario where traffic volume increases by 3 vehicles during the peak hour in comparison to the traffic volumes that would exist on those roadways without constructing the new Scudder Falls Bridge (with tolls). The portions of US Rte. 13/Main Street cited above, will experience an increase in peak hour traffic volumes for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those roadways without constructing the new Scudder Falls Bridge (with tolls).

A change in volume doesn't tell the full story, because 500 extra vehicles on a roadway with a capacity of 1,000 has a much bigger impact than 500 extra vehicles on a roadway with a capacity of 10,000. In order to assess the impacts of additional traffic volume on the segments of US Rte. 13/Main Street cited above, comparisons of the volume-to-capacity (v/c) ratios were performed. In simple terms, a v/c ratio represents how "full" a roadway is. For example, a v/c of 0.53 means that a road is 53% full, and therefore has plenty of room for additional traffic. A v/c of 0.95 is 95% full and will experience delays. The v/c results are shown in the Appendix for the EA Addendum. The v/c ratios for the segments of US Rte. 13/Main Street cited above, are relatively low. If the proposed Scudder Falls Bridge improvements are not made (No Build condition) the v/c ratios for the segments of US Rte. 13/Main Street cited above, range from a low of 0.19 to a high of 0.32 for the years 2015 and 2030. If the Scudder Falls Bridge is replaced and tolls are imposed in the southbound direction as proposed, the v/c ratios for the segments of US Rte. 13/Main Street cited above, range from a low of 0.21 to a high of 0.36 for the years 2015 and 2030.

It is generally understood that when the v/c ratio for a roadway is less than 0.80, the roadway is considered to be functioning adequately. The highest v/c ratio that is expected for the segments of US Rte. 13/Main Street cited above, following construction of the new Scudder Falls Bridge (with tolls in the southbound direction) is forecasted to be 0.36 which is well below (less than half) the threshold of 0.80.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge. Details regarding those mitigation commitments will be found in the Interagency Agreement.

During the time the original EA was in progress, the Commission was examining a range of options for financing and delivering the project, including the pursuit of federal funding participation. The

Commission was unsuccessful in securing federal funds to support the project. On December 21, 2009 the Commission's Board authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The Commission will perform Public Outreach efforts to inform the public of the details related to tolling prior to tolling being implemented on the replacement bridge. The estimated traffic diversion numbers were developed for the build year and future year 2030, using a low toll scenario ($1 for passenger vehicles) and a high toll scenario ($3 for passenger vehicles) for the Scudder Falls Bridge.

Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

Comment B.
In conclusion we recognize the need for a new bridge and support the bridge project. Yardley Borough strongly urges you to oppose the tolling of the new Scudder Falls Bridge.

Response: Comment Noted.

G19 – Hopewell Township, Correspondence from Paul E. Pogorzelski, P.E, Township Administrator/Engineer, February 3, 2010

Comment A.
Please be advised that Hopewell Townships objects to the proposed Scudders Falls bridge replacement. There has not been adequate evaluation per National Environmental Policy Act (NEPA) criteria to identify ALL of the impacts that will be created within Hopewell Township by the addition of tolls at this bridge as well as the additional lanes which will terminate at Exit 2, County Route 579.

Bucks County is a bedroom community for New Jersey. The proposed tolls will cause local commuters from Bucks County to avoid added commute costs by taking other local crossings of the Delaware River which have no tolls. This will result in significant volumes of diverted traffic seeking to access other DRJTBC bridges which are not presently toll bridges and are located within Hopewell Township, Lambertville and the City of Trenton.

Hopewell Township is *the* closest community in New Jersey that has a bridge which can serve as an immediate alternative to the crossing the Delaware River into Bucks County, PA. Travel through Hopewell Township from 1-95 also offers the least commute times to Bucks County if 1-95 is inaccessible or subject to tolls. The impacts of this project upon Hopewell Township are significant, have not been adequately addressed and include but are not limited to:

Response: As part of the Environmental Assessment process, an assessment was conducted on the impacts of the proposed project on traffic operations, community and economic conditions, utilities and infrastructure, parklands and recreation facilities, farmlands, aesthetic and visual characteristics, surface waters, groundwater, geology and soils, floodplains, wetlands, terrestrial and aquatic habitats, threatened and endangered species, cultural resources, air quality, noise, hazardous waste, secondary development and cumulative impacts. The Environmental Assessment Addendum was prepared to address the impacts of tolling on the above features. In addition, a Traffic Diversion Study was performed and a report was prepared dated May 11,2011 to address the impacts of traffic diversions resulting from tolling the new Scudder Falls Bridge. The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during

both peak and non-peak traffic periods. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. For additional discussion on the Traffic Diversion Study as it relates to roadways in Hopewell Township, see the response to Comment19B, below.

Comment B.
More detailed diversion studies need to be performed in order to more accurately understand the long term environmental and fiscal impacts of this proposal. Increased volumes cannot be safely accommodated on existing roadways within Hopewell Township. New traffic volumes will drive a need for wider roads and new intersection improvements. These improvements add new capital and operating expenses that will be forced upon local Hopewell Township taxpayers but, more importantly, will cause significant environmental impacts that have not been addressed.

Response: To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11,2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The Traffic Diversion Study shows that the majority of motorists who divert from using the southbound direction of the Scudder Falls Bridge will end up using the Route 1 (Trenton-Morrisville) bridge. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. It will also be noted that the overall findings indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways in Hopewell Township to get to other Trenton river crossings. Roads in Hopewell that were evaluated as part of the Traffic Diversion Study include:

- ***Pennington Road (Northbound) north of I-95***
- ***Pennington Road/Rte. 31 (Southbound) south of I-95***
- ***Pennington Road/Rte. 31 (Southbound) between Carlton Avenue and Theresa Street***
- ***Pennington Road/Rte. 31 (Southbound) north of N. Olden Ave./Rte. 622***
- ***Pennington Road/Rte. 31 (Southbound) north of Calhoun Street***
- ***Princeton Avenue (Southbound) south of Rte. 622***

The Traffic Diversion Study shows that, during the peak hour for the years 2015 and 2030, the traffic volumes on the segments of Pennington Road/Rte. 31 cited above, will increase slightly for the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those roadways without constructing the new Scudder Falls Bridge (with tolls). For the year 2030, peak hour traffic volumes on the segment of Princeton Avenue cited above, is expected to remain the same or decrease slightly except for the 2015 high toll scenario where the one way peak hour traffic is forecasted to increase by 3 vehicles during the peak hour (547 vehicles per hour vs. 544 vehicles per hour) in comparison to the traffic volumes that would exist on this roadway without constructing the new Scudder Falls Bridge (with tolls). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The traffic volumes associated with the various scenarios are shown in Appendix A of the EA Addendum.

A change in volume doesn't tell the full story, because 500 extra vehicles on a roadway with a capacity of 1,000 has a much bigger impact than 500 extra vehicles on a roadway with a capacity of 10,000. In order to assess the impacts of additional traffic volume on the roadway segments in Hopewell

Township, identified above, comparisons of the volume-to-capacity (v/c) ratios were performed. In simple terms, a v/c ratio represents how "full" a roadway is. For example, a v/c of 0.53 means that a road is 53% full, and therefore has plenty of room for additional traffic. A v/c of 0.95 is 95% full and will experience delays. The v/c results are shown in the Appendix for the EA Addendum. The v/c ratios for the segments of Pennington Road/Rte. 31 cited above, are relatively low. If the proposed Scudder Falls Bridge improvements are not made (No Build condition) the v/c ratios for the segments of Pennington Road/Rte. 31 cited above, range from a low of 0.13 to a high of 0.35 for the years 2015 and 2030. If the Scudder Falls Bridge is replaced and tolls are imposed in the southbound direction as proposed, the v/c ratios for the segments of Pennington Road/Rte. 31 cited above, range from a low of 0.14 to a high of 0.39 for the years 2015 and 2030. For the portion of Princeton Avenue identified above, the v/c ratios are forecast to remain unchanged following completion of the new Scudder Falls Bridge. The v/c ratios are 0.15 for the year 2015 and 0.16 for the year 2030.

It is generally understood that when the v/c ratio for a roadway is less than 0.80, the roadway is considered to be functioning adequately. The highest v/c ratio that is expected for any of the roadway segments located within Hopewell Township, as cited above, following construction of the new Scudder Falls Bridge (with tolls in the southbound direction) is forecasted to be 0.39 which is well below (less than half) the threshold of 0.80.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge. Details regarding those mitigation commitments will be found in the Interagency Agreement.

Comment C.
Increased air and runoff pollutant loads from increased traffic. Additional studies need to be performed to identify the increased pollutant loads and the direct and indirect impacts on local waterways and the local environment.

Response:
Results of the Traffic Diversion Study support the position that no improvements to the local roadways in Hopewell Township will be required as a result of constructing and implementing tolls on the new Scudder Falls Bridge. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements.

Comment D.
Increased delays at both controlled and uncontrolled intersections and resulting new roadway improvements create new and unanticipated environmental impacts. These improvements will increase impervious coverage, impact local wetlands, will impact local habitats.

Response: Comment Noted. See response to Comment B, above.

Comment E.
Impacts to national and local historic districts including the Washington Victory Trail, Town of Titusville, and other preserved or nominated amenities in the impacted area need to be considered.

Thank you for this opportunity to comment. We look forward to receipt of a complete analysis of all impacts associated with this proposal.

Response: Results of the Traffic Diversion Study support the position that no improvements to the local roadways in Hopewell Township will be required as a result of constructing and implementing tolls on the new Scudder Falls Bridge.
The introduction of tolling for the Scudder Falls Bridge will result in minimal design changes to the bridge that do not have the potential to adversely affect adjacent historic properties. The proposed overhead gantries and signage associated with the tolling of this facility will not be of sufficient size and scale to detract from the setting of the historic resource (the Delaware Canal) in the area. Refer to the Historic Resource section (Section IV.O) of the EA Addendum for additional information.

G20 – U.S. Department of the Interior, Office of the Secretary, Correspondence from Willie R. Taylor, Director, Office of Environmental Policy and Compliance, May 4, 2010

This is in response to a request for the Department of the Interior's (Department) review and comment on the Environmental Assessment/Draft Section 4(f) Evaluation for the I-95 Scudder Falls Bridge Improvement Project. We offer the following comments on this project for your consideration.

Comment A.
Section 4(f) Comments

The Department concurs that there is no prudent and feasible alternative to the proposed use of Section 4(f) lands, which include the Delaware Canal National Historic Landmark, the Elm Lowne, the Charles Maddock House, the New Jersey State Police Headquarters Historic District, the Delaware and Raritan Canal and archaeological sites 36Bu379 and 28Me360. The measures to minimize harm to these historic and archeological resources must be explicitly consistent with the Programmatic Agreement developed with the Pennsylvania Historical and Museum Commission and the New Jersey Historic Preservation Office and concurred with by the Advisory Council on Historic Preservation.

Response: A Programmatic Agreement (PA) was executed for this project. The New Jersey State Historic Preservation Office and the Pennsylvania Historical and Museum Commission are parties to the PA. The Final Section 4(f) document includes a copy of the fully executed PA. A copy of the fully executed PA can also be found as an Appendix to the EA Addendum.

Comment B.
Summary Comments

We recommend that a signed copy of the Agreement documenting compliance with Section 106 of the National Historic Preservation Act be included in the final documentation. This reflects the procedures taken by the Pennsylvania and New Jersey State Historic Preservation Officers in protecting the cultural resources involved in this project. Documentation of mitigation actions developed for the park resources in coordination with the local agencies and organizations should also be included in the record.

Response: A Programmatic Agreement (PA) was executed for this project. The New Jersey State Historic Preservation Office and the Pennsylvania Historical and Museum Commission are parties to the PA. The Final Section 4(f) document includes a copy of the fully executed PA. A copy of the fully executed PA can also be found as an Appendix to the EA Addendum.

Response to Written Comments from the General Public

There were a total of 295 written (via letter or the project comment form) and e-mail comments received from the general public and advocacy groups during the public comment period for the EA/Draft 4(f). This document provides a summary of these comments and responses. The majority of the comments pertain to two primary topics: bicycle/pedestrian access and tolling.

The following chart lists the comment topics, the approximate number of comments made for each topic, and references to the individual comments by a code number. The actual comment forms, letters or emails submitted by the public are coded as follows:

P = Public

1 = Reference number assigned to the comment form, letter or email received.

A = Letter assigned to an individual comment if a comment form, letter or email contained multiple comments on one or more topics.

Topic	Number of Comments	Comment Reference Number
1. Bicycle/Pedestrian Path	197	P2A, P12, P13, P15A, P16B, P20, P23, P24, P25B, P30, P31, P32, P33B, P34C, P35, P38, P39, P41C, P43, P46, P47, P48, P51C, P53, P74, P75, P76, P77, P78, P79, P80, P81, P82, P84, P85, P86, P87, P88, P91, P93, P94, P95, P96B, P98B, P103C, P108C, P110, P112, P113, P114D, P117, P122, P123A, P124, P125, P126, P128, P129A, P130, P131, P132, P133, P134, P135, P139, P140, P141, P142, P143, P145, P148A, P149, P152A, P152B, P153, P154, P155C, P156, P157, P158, P159, P160, P161, P163, P164B, P165, P167, P168, P169, P171A, P173, P174, P175, P176, P177, P178, P179, P180, P181, P182, P184, P185, P187, P188, P189, P190, P191, P192, P193, P194, P195A, P196, P197, P198B, P199, P200B, P201, P202B, P203, P204, P205, P206, P207B, P208, P209, P210, P213, P214, P215B, P216, P217, P218, P219, P220, P221, P222, P223, P224, P225, P226, P227, P228, P229, P230B, P231B, P232, P233, P234, P235, P237, P238, P239, P240B, P241, P242, P243, P245, P246, P247, P248, P249, P250, P251, P252, P253, P255, P256, P257, P258, P259, P260, P261, P262, P263, P264, P265, P266, P267, P268, P269A, P270, P271, P272, P273, P274, P275, P276, P277A, P278, P281, P282, P284, P287, P288, P289, P286A. P291D
2. Tolling	78	P1A, P2D, P4A, P6, P9, P10, P15D, P22, P26B, P29, P33C, P34B, P40B, P51B, P52, P54, P55, P56, P57, P58, P59, P60, P61, P62, P63, P64, P65, P66, P67, P68, P69, P70, P71, P72, P73, P90, P92B, P96C, P101, P103D, P104B, P107,

		P108B, P109, P114B, P118A, P119, P121A, P127A, P129B, P137C, P138B, P144B, P151, P152C, P155A, P162, P166, P171B, P172B, P172C, P186, P195B, P198C, P200A, P211, P212B, P231A, P240C, P254, P277B, P280C, P283B, P291B, P292D, P293, P294, P295
3. Noise Barriers	31	P3, P7, P8, P17, P21, P27, P28, P33A, P36, P42, P44, P49, P51D, P98C, P99, P100, P102, P103A, P105, P106B, P114A, P121B, P137B, P155D, P170, P244, P279, P280D, P285, P292A, P292C
4. Design/Traffic	27	P1B, P4B, P14, P26A, P45, P83, P96E, P104C, P116, P123B, P136, P138C, P144A, P147, P150, P152A, P164A, P195C, P198A, P202A, P212A, P215A, P230A, P240A, P240D, P269C, P283A
5. Purpose and Need, or size/scope of the project	19	P11, P16A, P25A, P34A, P40A, P51A, P96A, P104A, P106A, P108A, P115, P137A, P147A, P148B, P152A, P207A, P280A, P291A, P291C
6. Construction Operations	10	P15C, P40C, P50, P96D, P98A, P103B, P127B, P138A, P283C, P292B
7. Environmental Concerns	4	P2B, P41B, P286B, P92A
8. Stormwater/Drainage Concerns	5	P18, P41A (both comments are for the same property), P114C, P118B, P155B
9. Historical Significance	1	P2C
10. Parking near tow paths	1	P15B
Comments of the Sierra Club of New Jersey	1	P120
Comments of the Tri-State Transportation Campaign	1	P240
Comments of the New Jersey Alliance for Action	1	P290

Summary of Comments and Responses

1. Pedestrian/Bicycle Facility

- Of the 197 respondents who commented on the pedestrian/bicycle facility option, 192 expressed a desire for such a facility. The majority feel that it should be incorporated into the reconstruction of the vehicular bridge now rather than attempt to retrofit a bicycle/pedestrian crossing into the bridge at a future date. Only five felt that the bicycle/pedestrian facility is not at all necessary.
- Many respondents noted the multiple purposes the facility would serve including commuting and recreational purposes, as well as the many benefits of the bicycle/pedestrian facility including: health benefits, quality of life benefits, aesthetic benefits, energy and pollution benefits, and economic benefits.
- Several respondents suggested that the bicycle/pedestrian facility could be suspended below the roadway bridge.
- At least one respondent expressed concern with regard to the high cost of incorporating a bicycle/pedestrian path, although they were in favor of incorporating it into the project.
- Many commented that the proposed bridge design accommodates an excess number of vehicle lanes and the number of these lanes could easily be reduced to accommodate a pedestrian/bicycle access across the bridge with minimal impact to traffic congestion and overall project construction cost.
- The Bicycle Coalition of Greater Philadelphia made the following comments:
    1. The project should include a pedestrian/bicycle facility citing that federal law mandates inclusion in the project, inclusion would be more consistent with state policies, inclusion would be more consistent with regional plans, and it enjoys widespread support.
    2. The EA should enumerate, qualify, and quantify the beneficial impacts of the pedestrian/bicycle facility.
    3. Funding that the DRJTBC is planning to spend on some aspects of the Project would be better spent on a pedestrian/bicycle facility.
    4. The EA should describe in better detail the dimensions of the pedestrian/bicycle facility.

Response: ***Throughout the planning and environmental studies of the I-95/Scudder Falls Bridge Improvement Project, the Delaware River Joint Toll Bridge Commission (DRJTBC) has considered the potential benefits and adverse effects of the project both with and without the pedestrian/bicycle facility. These effects are documented in Chapter IV of the EA/Draft 4(f). Guidance of the Federal Highway Administration has been followed in the studies of the pedestrian/bicycle facility.***

Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f), and suspension of the facility below the roadway deck is not envisioned at this time. The presence of a pedestrian/bicycle facility suspended beneath the bridge is not practical because the bridge support piers create obstructions which the pedestrian/bicycle facility would need to circumnavigate. Additionally, the presence of a

pedestrian/bicycle facility suspended beneath the deck would create security and maintenance concerns.

The number and configuration of vehicle lanes proposed for the Scudder Falls Bridge are necessary to safely and efficiently accommodate motor vehicles. These lanes could not be eliminated and replaced by the pedestrian/bicycle facility. The pedestrian/bicycle facility would be physically separated from, and in addition to, the planned lanes for motor vehicles. The width of the pedestrian/bicycle facility is described in the EA/Draft 4(f) as 10-12 feet. Additional detail on the dimensions of the facility would be developed in final design.

2. Tolling

- Of the 78 respondents who commented on tolling, five were in favor of instituting a tolling system as a necessary and/or fair way to pay for road/bridge improvements. 67 were adamantly opposed to making this a toll bridge, several citing that taxes should pay for road and bridge improvements. Six respondents had general questions and some reservations about the tolling system but did not state their approval or disapproval of collecting tolls to help pay for the construction.

  Response: During the time the original EA was in progress, the Commission was examining a range of options for financing and delivering the project, including the pursuit of federal funding participation. The Commission was unsuccessful in securing federal funds to support the project. On December 21, 2009 the Commission's Board authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The Commission will perform Public Outreach efforts to inform the public of the details related to tolling prior to tolling being implemented on the replacement bridge.

- Many truckers voiced concern that tolling along this route will seriously impact their business and inhibit their ability to provide a service to the surrounding businesses who rely on them to deliver goods.

  Response: The Scudder Falls Bridge is used by truckers, commuters, local residents and other travelers. The Commission believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

- Many expressed concern that tolling on this bridge would simply create traffic congestion on local roads, and motorists will divert to alternate routes to avoid the toll, especially truckers.

  Response: In addition to the EA Addendum (which addresses the matter of tolling the southbound direction of the new Scudder Falls Bridge) a Traffic Diversion Study was

performed to assess the potential traffic diversions associated with the tolls. The overall findings of the Traffic Diversion Study, dated May 11, 2011 indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge. Details regarding those mitigation commitments will be found in the Interagency Agreement.

- One respondent noted a safety concern that currently exists at the intersection of Bernard Drive and NJ Route 29 would be exacerbated with the additional congestion created at this location due to people seeking alternate toll-free routes.

  <u>Response</u>: Tolls will only be implemented in the southbound direction (New Jersey to Pennsylvania) on the new Scudder Falls Bridge. A Traffic Diversion Study was performed to assess the potential traffic diversions associated with the tolls. The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A of the EA Addendum. Although traffic counts were not conducted specifically at the intersection of Bernard Drive and NJ Route 29, traffic counts were obtained for selected sections of NJ Route 29 for purposes of estimating the v/c ratios of certain sections of NJ Route 29 within the study area. One section of NJ Route 29 that traffic counts were obtained for is located immediately north of I-95 and in the vicinity of the Bernard Drive Intersection. The Traffic Diversion Study analysis indicates that during the afternoon peak hour traffic period, the highest v/c ratio for this section of NJ Route 29 is estimated to be 0.52 for the year 2030, which is well within an acceptable level of service (LOS C or better) for this roadway. The analysis indicates that an additional 61 vehicles can be expected along this section of NJ Route 29 in the afternoon peak hour (for the year 2030), which equates to approximately one additional vehicle per minute. The impact on this section of NJ Route 29 is therefore determined to be negligible.

- Several respondents noted that the EA/Draft 4(f) does not address the traffic and environmental effects of tolling.

Response**: As part of the Environmental Assessment process, an assessment was conducted on the impacts of the proposed project on traffic operations, community and economic conditions, utilities and infrastructure, parklands and recreation facilities, farmlands, aesthetic and visual characteristics, surface waters, groundwater, geology and soils, floodplains, wetlands, terrestrial and aquatic habitats, threatened and endangered species, cultural resources, air quality, noise, hazardous waste, secondary development and cumulative impacts. The Environmental Assessment Addendum was prepared to address the impacts of tolling on the above features. In addition, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 to assess the impacts of traffic diversions resulting from tolling the new Scudder Falls Bridge. The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Analysis are summarized in Section IV.A of the EA Addendum.

- Several respondents inquired about the toll rate and when the toll would go into effect.

***Response**: The Commission is proposing to implement tolls only in the southbound direction on the new Scudder Falls Bridge using an All Electronic Cashless Tolling system which enables tolls to be collected as vehicles travel at prevailing highway speeds. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including a frequent user discount program for E-ZPass customers in the toll rate program for the Scudder Falls Bridge. Bridge tolls will be collected by one of the following three (3) methods:*

1. ***E-Z Pass - the AECT system will read the E-Z Pass transponder, or tag, and deduct the toll from the motorist's E-Z Pass account. If the vehicle owner does not have an existing account with the Commission they will be encouraged to establish an EZ Pass account with the Commission, in order to take advantage of the Commission's discount plan for frequent users.***

2. ***Registered Video – For non E-Z Pass tag holders who have registered their license plate with the Commission, tolls will be collected by video capture of their license plate. They will then be invoiced by mail. This will require the customer to establish a video toll account with the Commission.***

3. ***Non-Registered Video - For non E-Z Pass tag holders, who have not registered their license plate with the Commission, tolls will be collected by video capture of their license plate. License plates not registered with the Commission will require the Commission to identify the customer from an outside vehicle registration database, after which they will be invoiced by mail.***

The administrative efforts involved in the collection of tolls from Registered or Non-Registered Video customers are more involved than they are for E-Z Pass customers. For Registered-Video customers, the billing information will be available through a

search of the database maintained by the Commission. For Non-Registered Video customers, it will be necessary to first identify the billing party for the vehicle. The billing information will be obtained from the Motor Vehicle Department of the state in which the vehicle's license plate was issued. For both Video toll-collection methods, once the billing information is located, an invoice will be mailed to the responsible party.

There will be an administrative fee, additional to the toll base rate, associated with the additional efforts required to process tolls for Registered and Non-Registered Video customers. The implementation of this administrative processing fee may increase the number of motorists who choose to divert from the Scudder Falls Bridge to avoid the total cost of the toll plus the administrative fee. For purposes of estimating the number of motorists who are likely to divert from the Scudder Falls Replacement Bridge once the tolls and applicable administrative fees (where needed) are implemented, an assumed administrative fee of $1.75 for Registered Video customers, and $3.50 for Non-Registered Video customers was applied per trip in the southbound, or tolled, direction. These fees were developed by an operating cost estimate analysis which took into account factors such as percentages of respective trips across the bridge by EZ Pass, Registered Video, and Non-Registered Video customers; and tolling transaction and account costs. These administrative fees were used solely for the basis of estimating potential traffic diversion volumes.

The amounts of the administrative fees cited in the examples noted above should not be construed as exact amounts that will be charged when the tolls and fees are implemented on the Scudder Falls Replacement Bridge, since the Commission has not yet established these rates.

The Commission is committed to conducting public outreach efforts to inform motorists of the toll rates and administrative fees in advance of tolls and fees being implemented in the southbound direction of the Scudder Falls Replacement Bridge. The northbound direction (from PA to NJ) will remain toll-free, consistent with the Commission's toll policy at other Commission-owned toll facilities.

- Several respondents stated that all electronic tolling seemed problematic from an enforcement perspective for non-EZ Pass users and requested more details.

<u>Response</u>: The All Electronic Cashless Tolling system allows tolls to be collected while vehicles travel at prevailing highway speeds, eliminating the need to construct a traditional toll plaza. Enforcement measures will be addressed as the Commission develops the operational policies for the All Electronic Cashless Tolling system during the final design phase of the project. The Commission will conduct Public Outreach efforts to inform the public of the details related to tolling prior to tolling being implemented on the southbound replacement bridge.

- Several respondents expressed the opinion that local residents/families in the project area would shoulder the cost of the project through the tolls.

<u>Response</u>: The Scudder Falls Bridge is used by commuters, not just local residents. The Commission believes a toll paid by users of the bridge is the most equitable and

plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

- The Commission's use of toll money to fund non-bridge related projects under their Compact Authorization Investment was questioned.

Response: The Compact Authorization Investment (CAI) program funds local transportation projects for communities within the Delaware River Joint Toll Bridge Commission's 140-mile jurisdiction. The preponderance of grants awarded under this unique partnering program have gone to communities that host a Commission bridge and encounter traffic impacts associated with those facilities. Projects eligible to receive CAI funding include initiatives aimed at improving a respective community's safety and traffic flow.

Once the Commission awards a community with a CAI grant, the resulting funded project is managed by the local community. The Commission, however, continues an important accountability function with each project, ensuring that the public funding is used for strictly transportation-related purposes and is properly spent.

The Commission recognizes that there are both benefits and burdens for communities which host Commission bridges. By providing grants to host communities for important local transportation projects, the Commission helps to alleviate some of the burdens for our community partners. As of March 2010, almost $43 million in CAI grants had been awarded to 33 diverse river communities in New Jersey and Pennsylvania to fund a wide range of projects aimed at reducing congestion, improving traffic flow and promoting vehicular and pedestrian safety. These important projects will improve conditions for local residents as well as the thousands of customers who use the Commission's 20 bridges daily.

CAI-funded enhancements will help to make for a better travel experience between Pennsylvania and New Jersey, as well as improve the quality of life for Delaware River communities. The residual benefits of these grants are improved traffic conditions and easier access to local businesses, recreation areas and tourist sites.

The program enables river-region communities to achieve much-needed transportation-related improvements that might otherwise be unaffordable. By their very nature, CAI grants are helping dozens of Pennsylvania and New Jersey communities pursue sound, local transportation-focused capital projects without having to resort to onerous local tax increases.

The program complements the Commission's general practice of assisting its host communities with maintenance and repair work or civic undertakings, such as festival

and parade preparations. The dozens of transportation enhancements funded by CAI grants are providing a better travel experience between Pennsylvania and New Jersey, as well The CAI program is one aspect of the Commission's overall commitment to its customers and host communities. Moreover, it meshes with the Commission's motto: "Preserving Our Past, Enhancing Our Future." The CAI program is one aspect of the Commission's overall commitment to its customers and host communities.

- One respondent asked why the project costs have increased from the amount estimated in 2004 and questioned the status of the grant requests.

  Response: In addition to cost escalation for the project (increases in the cost of labor and materials to construct the project), the original conceptual cost estimate excluded a number of key project components that were not known at the start of the project and that were developed during the preliminary engineering and EA phase of the project. These include costs for noise walls, the pedestrian/bicycle facility, Right-of-Way needs, the additional width of the inside shoulder along the mainline roadway to accommodate the BRT lane and tolling. In addition the project costs now reflect any environmental restrictions and constraints that will be imposed on the contractor during construction of the project. The current cost estimate also includes costs for engineering design, environmental permitting, construction management and legal support for the project.

- Some respondents expressed a concern that toll booths will cause congestion.

  Response: There will be no conventional toll booths constructed under the proposed improvements. Tolls will be imposed via an all electronic cashless tolling system. Refer to the response below for additional information relative to the tolling system.

- Some respondents questioned the locations and construction of the toll plazas.

  Response: The Commission is proposing to toll the new I-95/Scudder Falls Bridge in the southbound direction only. Tolling will be "all electronic cashless tolling (AECT)". With AECT, tolls will be collected electronically through the E-ZPass system or through video capture and billing. A conventional toll plaza will not be built and there will be no toll booths. AECT is an electronic toll collection system that allows motorists to travel at prevailing speeds without having to stop to pay the toll. License plates of motorists passing through the "cashless" toll system who are not E-ZPass tag holders will be subject to video capture by the electronic equipment mounted in the overhead gantry. Motorists will receive a bill in the mail for the toll charges. The All Electronic Tolling is accomplished by means of electronic tolling equipment mounted on an overhead gantry. The gantry will be located either on the bridge or on I-95 southbound in PA in close proximity to the bridge. The final location of the toll equipment gantry will be determined during the final design phase of this project.

- One respondent indicated that there should not be a need for a toll considering that the federal government pays 90% of the cost of interstate highway construction. The respondent felt that raising the fuel tax would be a better way to fund the cost of the Scudder Falls Bridge improvements and other projects.

***Response**: During the time the original EA was in progress, the Commission was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The Commission applied for Federal stimulus funds in the form of a TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding were available for the project. In addition, it was unlikely that sufficient project funding assistance (if any at all) from the federal and state governments would become available in the near future.*
On December 21, 2009 the Commission's Board authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The Commission rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and -- most notably – the lack of sufficient outside sources of funding to support the project.

- One respondent noted that local traffic relies on the Scudder Falls Bridge not just for commuting, but also for shopping, school and personal use. Local motorists who use the bridge several times each day will be impacted by the tolls.

***Response**: The Commission is proposing to implement tolls on the new Scudder Falls Bridge in the southbound direction only (from NJ to PA) with the northbound direction remaining toll-free. The Scudder Falls Bridge is used by truckers, commuters, local residents and other travelers. The Commission believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.*

- The possibility of extending discounts for local residents was suggested.

***Response**: The DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.*

- One individual expressed opposition to the project after reading the material that was posted on the website. The respondent expressed opposition to tolling and felt that the all electronic cashless tolling system was unproven and would be replaced with toll booths, leading to traffic congestion.

***Response** - During the time the original EA was in progress, the Commission was*

examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The Commission applied for Federal stimulus funds in the form of a TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. After making an assessment of its overall capital program needs, its current system of financing the capital program, and -- most notably – the lack of sufficient outside sources of funding to support the project, the Commission rendered its decision to implement tolls as a means of funding the needed improvements.

The Commission is proposing to toll the Scudder Falls Replacement Bridge and collect tolls in the southbound direction only. The system being proposed is an all-electronic, cashless toll collection system. With the all-electronic tolling system there is no need to build a toll plaza. Instead, tolls will be collected electronically through the EZ Pass system or video capture of license plates for customers who don't have an EZ Pass transponder. The cashless tolling system allows motorists to travel at prevailing highway speeds without having to stop to pay the toll. The all electronic tolling system uses proven technology which is in use at various locations around the country.

3. Noise Barriers

- The majority of respondents who commented on the use of noise barriers were concerned that their property will not be adequately protected from highway noise under the proposed design. There are some gaps along I-95 that have no barriers and in some instances the barrier height is reduced to as low as 5 feet.
- Specific areas where commenters noted their opinion that proposed noise protection would be inadequate include the following:
    1. Between Bear Tavern Road and NJ Route 29 in New Jersey.
    2. Along the rest area in Pennsylvania.
    3. Between Dolington Road and Quarry Road in Pennsylvania.
    4. Properties on Brentwood Road, Yardley, PA (James Court and Brookfield II section in Lower Makefield, PA).
    5. Makefield Brook Development.
    6. Between 1970 Patterson Lane and 1767 Jockeys Way
    7. Partial barrier at River Road
- One respondent with property along exit 51 in Pennsylvania, ending at Taylorsville Road, expressed concern that the barrier would be located too close to their property line and has requested that the barrier along the exit ramp be only half way up the hill and that the barrier be aesthetically pleasing with vegetation on their property side of the barrier.
- One respondent requested a copy of the detailed noise studies done for the project.
- One respondent felt that barriers were an unnecessary cost to the project.
- Other respondents provided opinion on barrier material types and on barrier heights.
- One respondent requested giving consideration to the use of noise reduction blacktop when paving.

***Response:** As described in Chapter IV.P of the Environmental Assessment, the noise analysis for this project was conducted in accordance with established methodologies and criteria of the*

Federal Highway Administration (FHWA), Pennsylvania Department of Transportation (PennDOT), New Jersey Department of Transportation (NJDOT), and Delaware River Joint Toll Bridge Commission (DRJTBC). Using these methodologies and criteria, noise barriers are proposed at locations where:

1. ***consideration of noise abatement is warranted based on future sound levels with the proposed project built,***
2. ***feasibility criteria are met, and***
3. ***cost reasonableness criteria are met.***

If the Commission were to be guided solely by the established criteria for noise-abatement placements in the Scudder Falls project area, the Commission's total noise-barrier installation costs would have been $3 million. The Commission decided to exceed what is required under these established design standards. We are committed to installing an additional $4.5 million worth of noise walls – a total cost of $7.5 million, or 150 percent, more than is required under FHWA/PennDOT/NJDOT criteria of noise levels, feasibility and cost reasonability.

The designated locations for these additional noise walls and the heights of the noise walls were not chosen arbitrarily. They were selected based on using a FHWA model which was calibrated using our relaxed threshold for designating noise wall installation. This approach provided a defensible rationale for where public funds could be expended to install additional noise walls. Likewise, this modeling identified areas where further public expenditures for the erection of additional noise walls could not be supported.

We reexamined the project record for the following locations;

- ***The varying heights for the proposed noise walls between Bear Tavern Road and the Route 29 Interchange are the result of the topography and the elevations of the adjacent lands to be mitigated in relation to the roadway and the location of the noise wall itself. The area between Bear Tavern Road and NJ Route 29 in New Jersey is divided into three separate Noise Study Areas (NSAs). These include NSA 12 (Upper River Road and the Delaware and Raritan Canal as well as area north of I-95 between NJ Route 29 and Bernard Drive), NSA 13 (the NJ State Police and Jones Farm Correctional Facility south of I-95 as well as Tamar Commons and Scenic Drive north of I-95) and NSA 14 (planned retirement community north of I-95 and west of Bear Tavern Road). Noise barriers are proposed for NSA 12 and NSA 14. Noise abatement is not proposed for NSA 13. It was determined that while exterior levels at the NJ State Police and Correctional Facility site exceed the noise abatement criteria, there are no areas of frequent exterior activities that warrant consideration of noise abatement. The Tamar Commons residential community located on the north side of I-95 is currently protected by an existing noise barrier and no additional abatement is required.***

- ***The portion of the project along the rest area in Pennsylvania is designated as NSA 7. The recommended noise barrier for NSA 7 is approximately 2,469 feet long with an average height of 10.5 feet. The system consists of two barrier segments, one on each side of the rest area. There is a gap in the proposed noise wall for NSA 7, in the area immediately behind the existing I-95 rest area. The residences located behind the rest area are located well off the property line and more than 500 feet from the edge of the I-95 roadway. The existing noise levels measured at these residences are less than or***

equal to 60 dBA. The calculated, future-build noise levels are less than the 66 dBA noise threshold criteria established by FHWA, PennDOT and the DRJTBC for consideration of noise mitigation.

- ***The area between Dolington Road and Quarry Road in Pennsylvania is designated as NSA 5. This includes the Makefield Brook, Makefield Brook II and Fairfield at Farmview Communities. It includes the properties along Brentwood Road in Yardley, PA. A noise wall was not proposed in the area of Brentwood Road because the properties and residences are sufficiently removed from the proposed roadway that predicted noise levels for the year 2030 as a result of the project do not warrant consideration of noise abatement. The residences in this area are approximately 250 feet or more off the I-95 right-of-way.***

- ***The areas north of I-95 and west of Quarry Road, including the Devonshire Subdivision and Bridle Estate community are designated as NSA 4. This includes properties along Jockeys Way and a small portion of Patterson Lane. Noise abatement was determined to be warranted for a majority of the properties within this NSA. A small length of barrier is proposed for receptor R-4 and a longer length of barrier is proposed for the Devonshire subdivision. The gap in the proposed noise wall for NSA 4 is the result of an area where there are no residences in close proximity to the I-95 roadway that meet the threshold of consideration for noise abatement. The calculated, future-build noise level for the closest residence (approximately 300 feet from the I-95 property line) within this gap section of NSA 4 is 63 dBA, which is less than the 66 dBA noise threshold criteria established by FWHA, PennDOT and the DRJTBC for consideration of noise mitigation. In addition, a 10 dBA increase to the existing noise level for this property in the proposed action, did not exist. This was the other criterion for consideration of noise mitigation. The gap area between these two sections of noise wall is separated by a 50-inch high raised Jersey barrier along the fill section of I-95. This layout and design was determined to best meet the noise abatement criteria by PennDOT. The total length of noise barrier wall for this NSA is approximately 1,235 feet long, with an average height of 13.1 feet. There are no residences in close proximity to the property line requiring noise abatement. The residences that do exist behind the proposed 50-inch high raised Jersey barrier are sufficiently removed from the proposed project where noise levels for the year 2030 do not warrant consideration of noise abatement.***

- ***NSA 6 is comprised of the Makefield Chase Development, the LMT Recreational Fields and the Elm Lowne property all located on the south side of I-95. Noise abatement is warranted for NSA 6 and a noise barrier is proposed. Within NSA 6, the proposed noise wall terminates a short distance north of Quarry Road, on the south side of I-95, because there are no additional residences in close proximity to the I-95 roadway north of that location where noise mitigation needs to be considered. The LMT Recreational Fields are located within this section of NSA 6. This condition exists from the point where the proposed noise barrier terminates north to Dolington Road.***

- ***For NSA 6, the proposed section of noise wall north of Quarry Road provides noise mitigation for all residences located adjacent to I-95 and Quarry Road. This section of***

noise wall terminates beyond the last residence along this section of the property (Quarry Road to Dolington Road). There are no other residences along this section of roadway, referred to as Snipes Tract in the EA, between I-95, Quarry Road and Dolington Road where noise mitigation needs to be considered. The noise wall picks up again just north of Dolington Road and is proposed to run for the remainder of NSA 6 and through NSA 8 to the Taylorsville Road interchange.

- ***It has been determined as part of the noise analysis study (see Technical Memorandum No. 29, Preliminary Engineering Noise Analysis available on the project website) that noise abatement is not warranted for NSA 2 that is comprised of the Lower Makefield Corporate Center and the Breezyvale Farm area on the north side of I-95. This includes a portion of Patterson Lane. Although exterior noise levels exceed the noise abatement criteria of 66 dBA for the year 2030 in the area of the Hampton Inn, the interior building noise levels are predicted to be 25 to 30 dBA below the exterior levels. Noise abatement is therefore not warranted for this NSA.***
- ***The area along the north side of I-95 between River Road and Bernard Drive in NJ is designated NSA 12. Full height noise barrier is proposed for portions of this area, while a reduced height barrier (50" glarescreen) is proposed for a segment of NSA 12. It has been determined as part of the noise analysis study (see Technical Memorandum No. 29, Preliminary Engineering Noise Analysis available on the project website) that the noise mitigation measures which are proposed in this area are expected to maintain noise levels for the year 2030 below the established threshold of 66 dBA.***

The DRJTBC will coordinate with the neighborhoods at which noise barriers are proposed during the final design phase. During the final design phase, a detailed optimization of barrier lengths, heights, costs and locations will be conducted in conjunction with the final design engineering process to insure compatibility and the most cost-effective and efficient noise barrier design. Public meetings will be held during final design to solicit community input regarding desires, types, heights and locations as well as aesthetic considerations.

In regards to the comment that one respondent felt that barriers were an unnecessary cost to the project - The Commission's decision to provide more noise abatement measures than are required under Federal/State standards, will add to the overall project costs. The Commission believes that the additional noise abatement measures which are proposed, and the associated costs, are acceptable and should be incorporated into the overall project.

Feasible noise barriers are those that provide at least 5 dBA of noise reduction to the majority of impacted noise-sensitive receivers and pose no safety, engineering, or access restrictions. For a barrier to be reasonable based on PennDOT criteria, it must be cost-effective (not cost more than $50,000 per benefited residence); and the maintenance, constructability, drainage, and utility impacts, as well as the desires of the affected residents must be considered. Impacted receivers are considered to be benefited if they receive 3 dBA or more noise reduction (insertion loss) from a barrier. Under the current PennDOT criteria, impacted receivers must receive insertion losses of 3 dBA or greater to be considered benefited receivers and 5 dBA or greater for non-impacted receptors. For a barrier to be reasonable based on NJDOT criteria, it must be cost-effective (not cost more than $50,000 per benefited residence); and the maintenance, constructability, drainage, and utility impacts, as well as the desires of the affected residents must be considered. Impacted receivers are considered to be benefited if they

receive 5 dBA or more noise reduction (insertion loss) from a barrier, and the number of non-impacted receivers will be counted as half if they receive 5 dBA.

When applying the PennDOT and NJDOT criteria, several NSA did not meet the warranted, feasible and reasonable criteria. Based on public comments expressed at the community meetings, the DRJBTC has decided to offer noise abatement to noise sensitive areas which were not warranted, feasible and reasonable under PennDOT and NJDOT criteria. The DRJBTC has established criteria for this project that provide 5 dBA noise reduction for the majority of first row impacted receivers, and noise barrier height not to exceed 18 feet which the maximum wall heights allowable by NJDOT.

The possible use of noise reduction blacktop and other materials will be investigated during the final design phase.

4. Design/Traffic

- In general, the respondents who commented on traffic issues are concerned with traffic congestion. The following specific comments were made pertaining to traffic congestion:
    1. Reconfigure the New Jersey Ramps. Improve and lengthen all acceleration ramps.

Response: ***The interchange operations at NJ Route 29 will be safer with improved interchange and ramp geometrics that will be configured to meet applicable American Association of State Highway and Transportation Officials (AASHTO), PennDOT, and NJDOT design criteria. The proposed option will eliminate the existing I-95 northbound on-ramp from NJ Route 175 (Upper River Road) because the design criteria for distance between two successive on-ramps would not be met. This movement will be accommodated within the NJ Route 29 interchange. This discontinued northbound on-ramp currently provides direct access to I-95 northbound from the adjoining NJ State Police facility. State Police emergency access will be retained via an exclusive-use northbound on-ramp along the same general alignment as the existing northbound on-ramp from NJ Route 175.***

The existing on-ramp from NJ Route 29 to I-95 southbound has no acceleration lane, requiring vehicles to come to a complete stop at a stop sign at the end of the ramp, before merging into mainline traffic operating at full speeds on I-95. The reconstructed interchange will provide an auxiliary lane for vehicles entering from the on-ramp to I-95 southbound from NJ Route 29. The auxiliary lane that will begin as the on-ramp from NJ Route 29 will become the off-ramp to Taylorsville Road on the west side of the bridge. The auxiliary lane is designed to be approximately 3,400 feet.

Heading northbound, there will be an auxiliary lane which starts as the on-ramp from eastbound Taylorsville Road in Pennsylvania which becomes the off-ramp to NJ Route 29 in New Jersey. The NJ Route 29 northbound on-ramp auxiliary lane will become the off-ramp to Bear Tavern Road.

2. Widening Woodside Avenue seems counterproductive when you are putting two traffic lights on Taylorsville Road. Near the ramp to I-95 South, two traffic lights will cause more back up.

   Response: ***Widening Woodside Road is necessary to achieve the desired level of service for traffic operations at the intersection with Taylorsville Road. The widening would take place near the intersection with Taylorsville Road. The eastern southbound off-ramp from I-95 will be eliminated at the Taylorsville Road Interchange and combined with the western southbound off-ramp in the southwest quadrant of the interchange. Elimination of this southbound off-ramp will remove the undesirable traffic weave that currently exists along Taylorsville Road between this ramp and Woodside Road. The elimination of the weave and the improvements to Taylorsville Road are expected to have a positive benefit on traffic flow along that section of Taylorsville Road.***

3. There should be a round-about at Woodside Road as well.

   Response: ***The construction of a roundabout at the intersection of Woodside Drive and Taylorsville Road would require the purchase of additional right-of-way which would impact adjacent property owners. The improvements proposed at the intersection of Woodside Drive and Taylorsville Road will provide acceptable levels of service for traffic operations at that location.***

4. Concern that the proposed design of the interchanges during peak travel periods will cause a back-up of traffic. A suggestion was made that the existing westbound exit ramp to northbound Taylorsville Road not be eliminated but moved a little east and come down on the east side of the park and ride lot.

   Response: ***Realigning and reconstructing the westbound exit ramp (from I-95 southbound) to touch down on the east side of the existing park and ride lot would involve constructing another intersection on Woodside Road. In addition, the ramp configuration would fall outside of the existing right-of-way, necessitating the purchase of additional property for construction. This would add to the overall project costs. Moving the ramp to the east would also reduce the available distance and shorten the auxiliary lane that will be constructed along southbound I-95 between NJ Route 29 and Taylorsville Road. This reduction in available weaving distance would adversely impact the level of service of traffic operations along I-95 southbound at this location.***

5. The ramp from Bear Tavern Road to I-95 South is hazardous, as entering traffic must share a short lane with exiting traffic, thereby having to merge twice, once to exiting traffic and then to traffic already on 95.

   Response: ***Bear Tavern Road is at the northern terminus of the project, a considerable distance from the Scudder Falls Bridge. The improvements under the Scudder Falls Bridge replacement project end at the Bear Tavern Road interchange and improvements of the Bear Tavern Road interchange are not part of this project.***

6. Objection to the proposed roundabout intersections and elimination of the I-95 entrance ramp from NJ Route 29 South onto I-95 North.

   Response: ***The design for the NJ Route 29 interchange will incorporate a folded diamond interchange with two roundabout intersections at the I-95 termini. This design is preferred by NJDOT and viewed as the best option from safety and traffic operations perspectives.***

   The proposed design does not eliminate the entrance ramp from NJ Route 29 south onto I-95 north. NJ Route 29 southbound traffic will be able to access I-95 northbound upon completion of the newly configured interchange.

7. One respondent, whose property overlooks the bridge, acknowledged traffic backups during the weekday peak periods. This individual indicated that it would be more cost effective to encourage flex time scheduling by large employers in the area, car-pooling, alternate lane openings or encourage the use of other bridges instead of building the proposed improvements.

   Response – Many motorists and nearby residents have experienced the traffic backups that occur on a daily basis, especially during the peak travel periods Monday through Friday. While the Commission is not opposed to carpooling and flex time scheduling by area employers, it has no jurisdiction to enforce such measures and relies on area employers to establish working schedules that best suit their business needs. As the bridge is expected to last for many years, it is being designed to provide an acceptable level of service for traffic operations based on the volume of traffic that is anticipated to occur in the year 2030. Using acceptable traffic models for the region, it is anticipated that traffic volumes in 2030 will be greater than the traffic volumes that currently exist on the Scudder Falls Bridge and surrounding roadways, including alternate river crossings. Many of the alternate river crossings experience congestion during the peak hours. Consequently, it is impractical to encourage motorists not to use the Scudder Falls Bridge and have them instead use the alternate river crossings during the peak traffic periods. Replacing the Scudder Falls Bridge, as proposed, will provide some relief for motorists as the traffic volume on the surrounding roadway network continues to grow over time.

8. A few respondents commented that the proposed bridge design provides too many vehicular lanes. They maintain that traffic will be slowed by toll collection and the highway on either side of the bridge has a maximum of three lanes each way anyway. By having more lanes on the bridge than on the roadway on either side of the bridge, they noted that a bottle neck will be created.

   Response: ***The Commission is proposing to toll the Scudder Falls Replacement Bridge and collect tolls in the southbound direction only. The system being proposed is an all-electronic, cashless toll collection system. With the all-electronic tolling system there is no need to build a toll plaza. Instead, tolls will be collected electronically through the EZ Pass system or video capture of license plates for customers who don't have an EZ Pass transponder. The***

cashless tolling system allows motorists to travel at prevailing highway speeds without having to stop to pay the toll.

Having more lanes on the bridge than on the approach roadway will not create a bottleneck condition. The number of lanes is needed to facilitate movements to and from ramps at adjacent interchanges. The additional lanes are auxiliary lanes which are designed to provide motorists with room to accelerate or decelerate as they enter or leave the I-95 mainline roadway. Auxiliary lanes are a required design element at interchange locations and their use has been shown to improve traffic conditions on the mainline roadway.

9. Several respondents expressed the opinion that the project presents an opportunity to create a structure that enhances the landscape.

   Response: The I-95/Scudder Falls Bridge is visible from the shoreline of the Delaware River both upstream and downstream of the bridge and at the crossing of the Delaware Canal. The new Scudder Falls Bridge will be a more prominent landscape feature, with its wider cross-section. The new bridge will be similar in appearance to the existing bridge structure, although there will be fewer piers within the Delaware River. In consideration of the aesthetic impacts, aesthetic treatments will be provided at the Delaware River and canal crossings. The bridge piers and abutments immediately adjacent to the Delaware Canal and Delaware and Raritan Canal and retaining walls at the canals will be faced in stone, as requested by the Delaware and Raritan Canal Commission, or treated to replicate a stone-faced abutment, and landscaping will be used to enhance visual quality for park users. Consultation with the canal agencies will be performed in developing the design plans and treatments for the bridge piers and abutments.

10. One person commented that it may be more cost effective to rehabilitate the existing bridge and add a local bridge.

    Response: Due to the close proximity of the Taylorsville Road Interchange and the NJ Route 29 Interchange to the Scudder Falls Bridge, entrance ramps from these two interchanges cannot be designed to safely merge onto the mainline roadway (I-95) without the auxiliary lanes being added to the bridge. Proper AASHTO, PennDOT and/or NJDOT design criteria must be met for acceleration lane length, merge and weaving distances. Rehabilitating the existing bridge would not satisfy current design criteria for auxiliary lane length, merge or weaving distances. Additionally, adding a new local bridge would necessitate construction of ramps and/or approach roadways. Constructing a new local bridge would require additional right of way and environmental impacts than replacing the existing bridge. Some of the potential environmental impacts associated with the construction of a new bridge include additional stormwater runoff as a result of the additional impervious area, additional property acquisition to accommodate construction beyond the existing right-of-way limits, additional support piers constructed within the river, additional visual impacts from the canal and towpath areas and additional noise impacts as a result of constructing a bridge in closer proximity to existing residences.

11. Two (2) respondents commented on the lighting for the new bridge. One mentioned that the new lighting be designed to qualify as "dark sky" lighting while also providing more even illumination of the surfaces and avoiding lighting "spill" into the surrounding environment. A second respondent asked if more lights and brighter lights would be installed on the new bridge, creating more "visual pollution".

    Response: ***During the design of the lighting for the new bridge, the Commission will explore all lighting alternatives and endeavor to provide a reasonably uniform lighting level across the riding surface of the new bridge while working to minimize lighting "spill" into the surrounding environment. Directional lighting or appropriate shielding will be among the alternatives considered to achieve these objectives.***

12. One responder suggested that providing a set of roundabouts on Taylorsville Road would allow universal access to a single set of ramps to the bridge. This would eliminate the need for duplicate on ramps to northbound I-95 and delete a lane from the bridge structure.

    Response: ***One of basic principles of a roundabout is that all intersection movements are given equal priority. This would cause the major movements along Taylorsville Road and the ramps from I-95 to back-up and result in significant traffic queues. Roundabouts also typically require more space for the circulatory roadway and the central island than what would be necessary for a traditional signalized intersection that would add costs to the project.***

13. A question was asked about whether northbound I-95 traffic could exit on a raised ramp into the existing Park and Ride lot near the intersection of Taylorsville Road and Woodside Road?

    Response: ***Building a ramp for I-95 northbound traffic to exit into the existing Park and Ride lot would require a significant portion of the ramp to be built on a raised bridge structure which crosses over I-95. This structure would be very costly to construct and maintain, adding to the overall cost of the project. Additionally, the construction of such a ramp would require the purchase of additional right of way. The additional impervious surface would generate additional runoff from the project site which impacts the drainage design and environmental permitting efforts. Terminating an interstate exit ramp in a parking lot is not desirable. Parking lots have lots of pedestrian traffic and it is undesirable to encourage pedestrians to cross an interstate ramp. Typically, interstate ramps are designed to intersect with other roadways.***

14. One respondent indicated that there is currently unused land on both sides of I-95 along Taylorsville Road that could support a full cloverleaf interchange to eliminate the proposed two additional traffic lights. If the full cloverleaf won't work, then keep the ramp from westbound (southbound) I-95 to northbound Taylorsville Road, but move it east of the Park and Ride lot to exit at Woodside Road.

***Response**: A full cloverleaf design would require the acquisition of additional right of way to construct. Additionally, the available weaving/merging distance that is required by AASHTO, PennDOT and NJDOT design criteria could not be satisfied. Realigning and reconstructing the westbound exit ramp (from I-95 southbound) to touch down on the east side of the existing park and ride lot would involve constructing another intersection on Woodside Road. In addition, the ramp configuration would fall outside of the existing right-of-way, necessitating the purchase of additional property for construction. This would add to the overall project costs. Moving the ramp to the east would also reduce the available distance and shorten the auxiliary lane that will be constructed along southbound I-95 between NJ Route 29 and Taylorsville Road. This reduction in available weaving distance would adversely impact the level of service of traffic operations along I-95 southbound at this location.*

15. The Villa Victoria Academy has their main entrance on Route 29. Vehicles departing from the school can access either Route 29 northbound or the ramps to I-95 northbound or southbound. The Academy desires to be able to access these same roadways upon completion of the Scudder Falls Bridge project.

    ***Response**: The improvements proposed under the Scudder Falls Bridge project will enable vehicles departing from the school to access Route 29 northbound where they will also be able to access the ramps to I-95 northbound and southbound.*

16. One respondent expressed a belief that the configuration of two auxiliary lanes on the NB side appears to create a dangerous weave condition – vehicles entering I-95 from Taylor Road interchange will be forced to cross 2 lanes of traffic.

    ***Response**: There are currently 3 lanes of through traffic in each direction on I-95 to the north of the project limits and two (2) through lanes in each direction on I-95 to the south of the project limits. The three (3) through lanes which are proposed in each direction within the project limits are warranted to accommodate peak hour traffic flows. Where more than three (3) lanes are proposed in a particular direction within the project limits, the additional lanes are auxiliary lanes which are designed to facilitate movements to and from ramps at interchanges. The auxiliary lanes are required to meet AASHTO, PennDOT and NJDOT design criteria for acceleration/deceleration lane lengths, merging and weaving distances. They are a required design element and their use has been shown to improve traffic conditions on the mainline roadway.*

17. One respondent expressed a belief that current trends in stagnant/declining traffic volumes will continue, making the proposed number of lanes on the bridge unnecessary.

    ***Response**: There are currently 3 lanes of through traffic in each direction on I-95 in NJ, north of the Route 29 Interchange and beyond the northern limits of the project, and two lanes of traffic in each direction on I-95 in PA beyond*

the southern limits of the project. Three (3) through lanes are warranted on the I-95 mainline to accommodate peak hour traffic flows. The additional lanes are auxiliary lanes which are designed to facilitate movements to and from ramps at interchanges. The auxiliary lanes are required to meet AASHTO, PennDOT and NJDOT design criteria for acceleration/deceleration lane lengths, merging and weaving distances. They are a required design element and their use has been shown to improve traffic conditions on the mainline roadway.

18. It was indicated that the directionality of the peak period traffic flow warrants further study of the use of a contra-flow lane as an alternative.

Response: Contra-flow lanes must be designed to provide a barrier which separates opposing directions of traffic. This option was addressed in the EA page 38 Contra-Flow Lane) and was dismissed for several reasons; the cost of this alternative would be higher than the preferred alternative when considering the operational costs involved with the reversible lanes, the system would be inefficient and of marginal value over the short length of the bridge, safety concerns at the transition areas where the interchanges are located and operational issues with moving the contra-flow barriers multiple times a day.

5. Purpose and Need; Size/Scope of the Project

- Separate and distinct from the many comments made opposing or supporting tolling, 19 respondents made specific comment regarding their views on the need for the project and/or the size and scope of the proposed improvements. Of these 19, 15 expressed the opinion that the project is needed and 4 expressed the opinion that the project is not needed or is too large.

Response: 19 respondents provided comments which related to the project Purpose and Need. 15 of the respondents were in favor of the project and generally felt that it was needed. Four (4) respondents were not in favor of the project and their comments are summarized below along with the responses.

1. One individual indicated their formal opposition and objection to the "preferred plan" after reading the material on the Commission's website, but did not elaborate on their objections.

Response: Objections are noted for the project record.

2. One commenter indicates a need for accurate vehicle count data and vehicle classifications (type and size of vehicles) at the interchanges, along with accident data at interchange locations. The commenter also noted a need for traffic counts during the peak periods at the intersection of Taylorsville Road and Woodside Drive.

Response: In June 2004, Technical Memo #11 was developed which summarized the overall project needs. The efforts to develop the project needs included gathering and analyzing available data such as traffic volumes and accident data at the interchange locations. The following text relating to accident data was taken

from Technical Memo #11, dated June 2004:

"Geometric deficiencies on the I-95/Scudder Falls Bridge and closely adjoined interchanges contribute to a crash rate that is higher than adjacent segments of the I-95 mainline. A crash analysis was performed using crash records for I-95 from 1999 to 2001 that were obtained from the Pennsylvania Department of Transportation (PENNDOT), the Delaware River Joint Toll Bridge Commission (DRJTBC), and the New Jersey Department of Transportation (NJDOT). The I-95 segments analyzed experienced a total of 314 crashes over the 3-year period from 1999 to 2001, or an average of roughly 105 crashes per year."

Examination of crash data for this time period for the entire project area indicated that 58% of the crashes occurred at interchanges, and 78% of crashes within the DRJTBC's jurisdiction also occurred at interchanges. The majority of these involved rear-end collisions, which points to the importance of adequate acceleration and deceleration lanes for vehicles that are queuing exiting and entering the interchanges from the mainline.

The majority of crashes at the NJ Route 29 Interchange occurred at the I-95 southbound on-ramp, which also had the highest crash incidence of the locations along the project corridor. From 1999 to 2001, there were an average of 28 crashes per year at the NJ Route 29 Interchange. Over this time period, there were an average of 12 crashes per year at the Taylorsville Road Interchange. The majority of crashes at the Taylorsville Road Interchange occurred at the I-95 northbound on-ramp from Taylorsville Road westbound. The crash data also point to the importance of adequate acceleration lane lengths, with vehicles tending to accelerate prematurely when other vehicles are in front of them. These 1999 to 2001 crash rates for interchanges adjoining the bridge compare to 13 crashes per year at the PA Route 332 Interchange and 8 crashes per year at the Bear Tavern Road Interchange.

The corridor also experienced a number of crashes involving heavy vehicles, including all sizes of trucks and buses (15% of all crashes). Grades on the section of I-95/Scudder Falls Bridge between NJ Route 29 and Taylorsville Road play a major role in the ability of heavy vehicles to accelerate and decelerate as they enter and exit from the I-95 mainline. The lack of adequate acceleration and deceleration lanes at these interchanges can play a role in incidence of crashes for heavy vehicles trying to brake while exiting I-95 or attempting to accelerate into I-95 mainline traffic.

In addition, 45% of crashes occurred during the A.M. and P.M. peak travel periods, or over 6 hours of the day, indicating the correlation between congested traffic conditions and crash incidence. The highest crash rates of four segments evaluated occurred on the I-95/Scudder Falls Bridge (Segment 3), which experienced a rate of 2.19 crashes per million vehicle miles traveled. This compares to rates of 0.63 to 0.78 crashes per million vehicle miles traveled for the western segments extending from the PA Route 332 Interchange to the Dolington Road overpass (Segment 1) and from the Dolington Road overpass to the Taylorsville Road Interchange (Segment 2). The second highest crash rates (1.13

crashes per million vehicle miles) occurred on the eastern segment that includes the NJ Route 29 Interchange and extends east past the Bear Tavern Road Interchange (Segment 4). Higher crash rates on the I-95/Scudder Falls Bridge, compared to the other I-95 segments studied, can be attributed to the narrow bridge configuration, with the lack of inside shoulders and breakdown lanes and the narrow median barrier. These crash rates on the bridge were lower than the New Jersey statewide average crash rate for similar 4-lane bridges (3.76 crashes per million vehicle miles), however, the rates were higher than the Pennsylvania statewide average crash rate (0.47 crashes per million vehicle miles) for similar 4-lane facilities (bridges and roadway segments combined).

In regards to the traffic count information, weekday A.M. and P.M. peak hour traffic counts were conducted in 2003. These included directional volumes on each mainline segment of I-95, ramp volumes at all interchanges, and turning movement volumes at the study area intersections. In addition, updated traffic counts were conducted at various locations throughout the roadway network for purposes of forecasting potential traffic diversion volumes as a result of tolling the southbound Scudder Falls Bridge. The 2010 traffic volumes are presented in the Traffic section of the EA Addendum.

3. One respondent, whose property overlooks the bridge, acknowledged traffic backups during the weekday peak periods. This individual also noted that "rush hour backups occur on all major bridges, tunnels, and roadways in this and other highly urbanized States, and is not a justification for such a major building project."

Response: The roadway capacity is inadequate to provide acceptable existing and future (2030) traffic operations during peak travel periods. Aside from the congestion, there are other project needs which will be addressed by the improvements proposed under this project. Those include:

- ***The existing I-95/Scudder Falls Bridge is approximately 50 years old, has experienced structural deterioration, and does not meet current design criteria, which presents a future reliability and safety concern.***
- ***The existing I-95/Scudder Falls Bridge has inadequate inside shoulders and outside shoulders (breakdown lanes), which present safety concerns and contribute to congestion.***
- ***The existing acceleration and deceleration lanes and spacing of ramp merges at the adjoining NJ Route 29 and Taylorsville Road interchanges are inadequate, which present safety concerns and contribute to congestion.***
- ***Interchange configurations do not currently meet design criteria for lane and shoulder widths and ramp configurations.***

4. The proposed plans for the renovation/re-do of Scudder Falls Bridge is cost prohibitive.

Response – The cost of the project includes the cost of all labor and materials to construct the project including the roadway and bridge improvements, noise walls, pedestrian/bicycle facility, roadway signing, lighting, drainage improvements, tolling equipment and other appurtenances that are typical of highway and bridge

construction. The project cost also reflects costs associated with acquiring right-of-way, complying with environmental restrictions and constraints that will be imposed on the contractor during construction, engineering design, environmental permitting, construction management and legal support. During the time the original EA was in progress, the Commission was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The Commission applied for Federal stimulus funds in the form of a TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. After making an assessment of its overall capital program needs, its current system of financing the capital program, and -- most notably – the lack of sufficient outside sources of funding to support the project, the Commission rendered its decision to implement tolls as a means of funding the needed improvements.

6. Construction Operations

- The following specific comments were made pertaining to construction operations:
    1. There should be no overlap of construction with the Washington Crossing Bridge construction.
    2. Construction period and implementation should minimize traffic impacts by reducing the construction schedule. One respondent stated construction should be three years or shorter in duration. Active construction should not occur before 9 AM or after 4:30 PM Monday through Friday and weekend construction should occur only during the hours of 8 AM to 3 PM.
    3. On and off ramps at the I-95 and Taylorville Road interchange must be maintained at all times during construction as well as access from Highland Avenue onto Taylorsville Road.
    4. Minimize the environmental impact to the river and the two canals on either side.
    5. Questions were raised as to how the Commission plans to minimize construction equipment noise and the vehicles driven each day to the project site by the construction crew.
    6. Additional light created by construction operations at night was also raised as a concern.
    7. Concern with use of local roads by construction vehicles.
    8. Suggestion that work be done at night to minimize traffic disruption.
    9. Questions were asked concerning location of staging areas.
    10. Desire to ensure that Mt. Eyre Road will not be used as a construction detour.

Response: There will be no overlap between the Washington Crossing and Scudder Falls construction projects. The Washington Crossing project will be completed well ahead of the start of the Scudder Falls Bridge construction.

Generally, the construction activities will occur during daytime hours, Mondays through Fridays. There may be some construction activities on weekends. Minor construction activities might be necessary at night and requirements will be included in the project specifications that will require the contractor to minimize lighting impacts

on off-site properties and residences.

Two lanes of traffic will be maintained during peak travel hours on I-95. Local roads and ramps will also stay open during construction. Some off peak ramp closures and temporary ramps will be required for this project. Off-peak ramp closures will be scheduled as required by the Contractor in order to facilitate the construction at the interchanges (e.g., the Taylorsville Road Interchange and access from Highland Avenue). They will be scheduled during off-peak traffic periods in order to minimize traffic impacts. Advanced notification will be given to the traveling public. Proper signing and detours will be implemented in accordance with PennDOT, NJDOT, AASHTO and/or MUTCD requirements.

Mount Eyre Road is not envisioned to be utilized and/or signed as part of any detour route for the project. Any detour routes necessary for the project will not utilize residential roadways or streets.

There will be some construction traffic on Taylorsville Road and PA 32 , NJ29, and NJ175 during the project as the contractor will need to access the River via the causeway and for construction on Taylorsville Road, and NJ29 Interchanges and the canal bridges.

The local roads, private properties and the River will be protected from the construction activities by requiring the necessary protection measures. Staging areas will be located within the I-95 right-of-way or DRJTBC, PennDOT and NJDOT property. Construction work, access and staging will occur from the roadway rights-of way. Public use of the Delaware Water Trail will be maintained during construction with some restrictions. For safety reasons during construction, recreation users will be restricted from work areas. Prior to placement of the causeway and cofferdams, turbidity screens will be installed to contain siltation. Erosion and sedimentation control devices will be used to minimize siltation in the canals. Dewatering basins will be utilized, as well as pollutant removal filter bags. The Delaware and Raritan Canal Commission also requested that the earthen embankment adjacent to the Delaware and Raritan Canal along NJ Route 175 (Upper River Road) that extends into the canal be faced with stone to reduce erosion. The design of the project will consider methods to reduce erosion of the embankment. The design of the new roadways will divert water flow away from the canal prism to the maximum extent possible. During final design, an Erosion and Sedimentation Control Plan, as well as a National Pollutant Discharge Elimination System (NPDES)Post-Construction Stormwater Management Plan, will be prepared for the project outlining Best Management Practices to be implemented during and after construction.

There will be local staging areas near the project site. These sites are chosen by the contractor.

7. Environmental Issues

- Several nesting trays should be added underneath the new bridge for the Peregrine Falcons. These trays should mimic the old catwalk that the Falcons are nesting on right now. The Pennsylvania Game Commission should be brought in now to provide assistance.

***Response**: The DRJTBC has been working with the Pennsylvania Game Commission (PGC) since the peregrine falcon was first found to be nesting on the Scudder Falls Bridge in spring, 2008. The DRJTBC will continue working with the PGC during final design and construction to determine appropriate nesting options in the future. Accommodation will be included for the falcons' nesting which may include nesting options at a location other than on the new Scudder Falls Bridge. The Commission will continue to collaborate with the Pennsylvania Game Commission to develop suitable options.*

- Preserve wildlife and allow wildlife passage through the project and noise walls.

***Response**: Opportunities for wildlife passage through appropriate areas of the project area will be explored in final design.*

- The number of proposed lanes on the bridge is just asking for sprawl.

***Response**: The bridge is not being widened and replaced to promote or encourage sprawl. There are currently 3 lanes of through traffic in each direction on I-95 to the north of the project limits and two (2) through lanes in each direction on I-95 to the south of the project limits. The three (3) through lanes which are proposed in each direction within the project limits are warranted to accommodate peak hour traffic flows. Where more than three (3) lanes are proposed in a particular direction within the project limits, the additional lanes are auxiliary lanes which are designed to facilitate movements to and from ramps at the Taylorsville Road and Route 29 interchanges. The auxiliary lanes are required to meet AASHTO, PennDOT and NJDOT design criteria for acceleration/deceleration lane lengths, merging and weaving distances. They are a required design element and their use has been shown to improve traffic conditions on the mainline roadway and enhance safety for merging/diverging traffic at the interchange.*

For the reasons stated in the EA/Draft 4(f), Chapter IV, Section R. Secondary Development and Cumulative Impacts, the project is not likely to create secondary development. These reasons include the fact that the project does not create a change in access and that the project is consistent with the planned development in the project area. Further, there is a lack of developable land in the project corridor that is not protected or publicly owned. Daily traffic forecasts for the Build alternative compared to the No-Build alternative would be approximately 10% higher. This would not be new traffic but traffic redistributed from other roadways/bridges within the regional network because I-95 becomes a more attractive route.

The efforts conducted in developing the Environmental Assessment included an assessment of land use plans, proposed development areas and population and employment trends. A summary of the population and employment trends from the year 2000 to 2025 is included in Table IV-3 of the EA. The Table shows that Bucks County is forecasted to experience population growth of 24% by 2025, compared to 15% in Mercer County. From 2000 to 2025, the populations of Bucks and Mercer Counties are forecasted to grow by over 140,000 persons and 50,000 persons, respectively. This growth is projected to occur regardless of the number of lanes on the

Scudder Falls Bridge. It is reasonable to infer that a population growth in an area will result in additional traffic in that area. The need to widen the existing Scudder Falls Bridge is based, in part, on the inability of the existing bridge to accommodate existing and projected traffic growth.

- As a Yardley Borough resident who lives near, and uses the I-95 bridge frequently, I am not in favor of expanding the bridge as our area ecosystem is fragile enough. This individual expressed concerns with additional smog/fumes and flooding associated with the additional impervious surface area.

Response: The air quality analysis is documented in Chapter IV.O of the EA/Draft 4(f) document. The results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling on the new Scudder Falls Bridge is included in Section IV.P of the EA Addendum. The project meets the U.S. Clean Air Act's requirements.

The project will include stormwater BMP's (Best Management Practices) to address the stormwater runoff resulting from the project's additional impervious surfaces. Additionally hydrologic and hydraulic analysis will be performed and compensatory storage will be developed consistent with the degree of impact determined during the final design and development of the stormwater management plan. The project will require a Section 404/105 permit from the U.S. Army Corps of Engineers (USACE) and a Section 105/106/401 permit from PADEP. A Joint Permit Application will be submitted to the USACE and PADEP for these approvals. In addition, stormwater BMP's will be incorporated into the project to handle the additional volume of stormwater runoff generated by the project on the PA side consistent with 25 Pa. Code Chapter 102. The final plan will comply with applicable stormwater regulations and PennDOT and NJDOT guidance and practices.

The stormwater mitigation measures are outlined on pages 132-134 of the EA. Detention basins, infiltration and other measures will be utilized to limit the stormwater runoff.

8. Stormwater/Drainage Concerns

- Five respondents commented on storm water runoff, concerned that increased impervious surfaces will increase storm water runoff, negatively impacting the surrounding land.
  The property owner at 140 Dolington Road, Yardley, PA has endured flooding for over 40 years that he maintains is caused by I-95. He has requested that all storm water be brought to detention basins and preserve the natural pre build 1960's flow of the watershed to alleviate flooding.

Response: The project will require a Section 404/105 permit from the US Army Corps of Engineers (USACE) and a Section 105/106/401 permit from PADEP. A Joint Permit Application will be submitted to the USACE and PADEP for these approvals. In addition, stormwater BMP's (Best Management Practices) will be incorporated into the project to handle the additional volume of stormwater runoff generated by the project on the PA side consistent with 25 Pa. Code Chapter 102. The final plan will comply with applicable stormwater regulations and PennDOT and NJDOT guidance

and practices.

The stormwater mitigation measures are outlined on pages 132-134 of the EA. Detention basins, infiltration and other measures will be utilized to limit the stormwater runoff. The Commission will continue to coordinate with Lower Makefield Township as the project advances through design and construction.

The "flooding concerns" at 140 Dolington Road will be addressed in the stormwater management plan that is currently being developed for the project. The drainage design for the project will follow the requirements of the PA DEP and will employ the latest PA DEP Pennsylvania Stormwater Best Management Practices Manual design practices. In order to address the concern of the stormwater runoff from the increased impervious surface created from the project, the stormwater design will reduce the post-construction runoff volume to match pre-construction volumes for the 1-year and 2-year storms as well as reduce the peak runoff rate for the 1-year through 100-year storms to pre-construction levels.

9. Historical Significance

- Because the Delaware Canal is a National Historic Landmark, the bridge piers/abutments along the Delaware Canal in Pennsylvania need to be treated and finished with care. I would suggest a mural made of colored tiles or paint with a historical theme to decorate the large concrete surfaces. The DRJTBC should self-impose the 1% for Art policy on itself to provide the money necessary to commission the mural from a professional artist. Lighting under the bridge and along the tow path should also be improved.

Response: As noted on page 167 of the EA/Draft 4(f), bridge piers and abutments at the Canal will be treated with an aesthetic finish in consultation with the authorities having jurisdiction over the Delaware Canal. Further stipulations related to work near the Delaware Canal are contained in the Programmatic Agreement executed under Section 106 of the National Historic Preservation Act by the Federal Highway Administration, PA and NJ State Historic Preservation Officers, the DRJTBC, PennDOT, and NJ DOT. A copy of the executed Programmatic Agreement is included as an appendix to the EA.

- One respondent expressed concern about the traffic on Bear Tavern Road, specifically on "Washington's Victory Trail", being that this area is historic, and questioned whether the historical significance has been discussed.

Response: Washington's Victory Trail is not located within the Area of Potential Effect for the Scudder Falls Bridge project. For the historic evaluations, the Area of Potential Effect was presented in reports reviewed by the State Historic Preservation Officers in each state and the Pennsylvania Historical and Museum Commission and the New Jersey Historic Preservation Office.

- A group expressed their opposition to Mercer County's plan to replace the 1882 historic Jacob's Creek Bridge on Bear Tavern Road.

Response: The Commission has no jurisdiction over the Jacob's Creek Bridge.

Additionally, Jacob's Creek Bridge is not part of the Scudder Falls Bridge project.

10. Parking near tow paths

- Please ensure that there are parking areas near the tow paths, especially near the bridge. At a minimum, do not take away the existing number of parking spaces near the tow path, especially on the New Jersey side.

Response: The project does not include reducing or expanding the number of parking spaces available to users of the canal towpaths/parks in Pennsylvania or New Jersey.

Comments of the Sierra Club, New Jersey Chapter, February 2, 2010
(Comment #P120)

Comment 1. The proposed widening of the Scudder Falls Bridge on Route 1-95 is a colossal undertaking with an exorbitant price tag that will only lead to more sprawl and air pollution. We believe that the environmental assessment for this project is totally inadequate and fails to properly analyze the impacts the widening will have. The size and scope of this project warrant a full environmental impact statement.

Response: The project was scoped as an Environmental Assessment to determine whether or not the project caused significant environmental impacts warranting an EIS. A federal agency prepares a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures which an agency will take to mitigate potentially significant impacts. If it is determined at the end of the EA process that the environmental consequences of the proposed project may be significant, the FHWA will request that an EIS be prepared in order to comply with NEPA.

Comment 2. We believe this project as proposed is in violation of both federal and state laws, including the Federal Clean Water Act, Federal Clean Air Act, the National Environmental Policy Act, the New Jersey Clean Air Act, New Jersey Global Warming Response Act, New Jersey Clean Water Act, as well as the NJ State Plan.

Response: All required local, state and federal permits will be applied for and obtained as part of the project once a NEPA decision is rendered for the project.

Comment 3. The proposal to widen the bridge to nine lanes with 14 foot shoulders as well as add a bike and pedestrian path will make the Scudder Falls Bridge twice as wide as the Golden Gate Bridge. With costs soaring to over $300 million dollars, we should call this the Golden Plate Bridge.

Response: A number of alternatives have been studied and analyzed during the environmental assessment phase of this project. These are more fully described in the EA. In addition, a fully executed Programmatic Agreement is in place for the project, a copy of which is attached as an Appendix to the EA Addendum.

Comment 4. We believe the environmental assessment did not do a proper analysis of the impacts this bridge will have on air, water, historic sites or public open space. Nor did it do a comprehensive alternative analysis. The environmental assessment failed to do a historic view

shed analysis from national historic landmarks, like Washington Crossing and Bowman's Tower, as well as consider the impact to the historic Delaware and Raritan Canal in New Jersey. It will also impact the view shed to the National Park Service's federal wild and scenic designation for the lower Delaware River.

Response: ***The impact analysis and alternatives analysis adequately document and disclose the effects of the proposed action on these resources and alternatives.***

As outlined on page 28 of the EA/Draft 4(f), an Area of Potential Effect was delineated to include those areas in which the project may directly or indirectly cause alterations to the character or use of historic properties (resources listed in or eligible for listing in the National Register of Historic Places). Direct effects are those that physically alter the characteristics that qualify a property for listing in the National Register of Historic Places. Indirect effects can include visual changes. The APE is shown in Figure II-4. Washington's Crossing is located over 2.5 miles upstream of the bridge, and Bowman's Tower is located over 6.5 miles from the bridge. Due to the intervening distance, the project does not have the potential to detract from the character-defining features of these resources. Neither of these resources was included in the APE developed for the project as they do not have the potential to be affected by indirect (visual) changes.

The Delaware and Raritan Canal was one of the historic properties identified within the APE. The effect of the project on the resource was considered and efforts were made to avoid and minimize impacts to the resource, as outlined in Chapter IV, Section N.2 of the EA/Draft 4(f). A Programmatic Agreement has been prepared in accordance with Section 106 of the National Historic Preservation Act. A copy of the executed Programmatic Agreement is included in the EA/Draft 4(f).

As noted on page 126 of the EA/Draft 4(f), the National Wild and Scenic River designation for the Delaware River ends approximately six miles north of the project area.

As part of the Environmental Assessment process, an assessment was conducted on the impacts of the proposed project on traffic operations, community and economic conditions, utilities and infrastructure, parklands and recreation facilities, farmlands, aesthetic and visual characteristics, surface waters, groundwater, geology and soils, floodplains, wetlands, terrestrial and aquatic habitats, threatened and endangered species, cultural resources, air quality, noise, hazardous waste, secondary development and cumulative impacts. The Environmental Assessment Addendum was prepared to address the impacts of tolling on the above features. In addition, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 to assess the impacts of traffic diversions resulting from tolling the new Scudder Falls Bridge. The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum.

Comment 5. The environmental assessment is also deficient because it doesn't take into account changes in traffic patterns that will result from the planned connection to the NJ turnpike from 1-

95 just north of Philadelphia. It did not look at change in traffic patterns based on adding tolls to Scudder Falls, which will force local traffic to free bridges like the Calhoun Street Bridge or the Washington Crossing Bridge. Old data from 2003 was used when planning this project. Since then, patterns have changed and fewer drivers are on the road. The data is flawed as is the alternative analysis.

Response: ***The traffic analysis that was performed for the EA/Draft (4F) accounted for the planned connection between I-95 and the NJ Turnpike.***

Regarding the impacts of traffic diversions, the EA Addendum addresses traffic and other impacts associated with the decision to implement tolls in the southbound direction on the new Scudder Falls Bridge. When tolls are introduced to a facility for the first time, it is expected that some drivers will divert to alternate locations to avoid paying a toll. It is also expected that a new, widened Scudder Falls Bridge will attract additional traffic from other river crossings, mitigating some of the effects of diversions due to tolling the southbound direction of the new Scudder Falls Bridge. To gain an understanding of the potential impacts of the traffic diversions on the local roadways and adjacent river crossings, the DRJTBC commissioned a study to forecast the volume of traffic that would divert from the Scudder Falls Bridge to alternate locations once tolls were implemented in the southbound direction. The overall findings of the Traffic Diversion Study, dated May 11, 2011, indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both the peak and non-peak traffic periods.

The study estimated traffic diversion volumes for the build year (2015) and future year 2030, assuming both a low toll scenario ($1 for passenger vehicles) and a high toll scenario ($3 for passenger vehicles) for the Scudder Falls Bridge. The diverted volumes for these scenarios were compared to traffic volumes projected to occur on the existing Scudder Falls Bridge without a toll.

For the alternate river crossings, including the Calhoun Street Bridge and Washington Crossing Bridge, an analysis was performed to determine how the peak hour traffic volumes compared to the capacity of those facilities. This is commonly expressed as the volume to capacity (v/c) ratio, which is a measure that reflects mobility and quality of travel of a facility or section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a v/c of 1.00 indicates that the roadway facility is operating at its capacity. The v/c ratio is a common performance measure that is widely used in transportation studies. Tables showing the v/c ratios are included in the EA Addendum, but the information on the Calhoun Street Bridge and Washington Crossing Bridge are summarized below:

Crossing	*2015 Peak Hour Volume to Capacity Ratios*			*2030 Peak Hour Volume to Capacity Ratios*		
	No Build/No Toll	*Build/Low Toll*	*Build/High Toll*	*No Build/No Toll*	*Build/Low Toll*	*Build/High Toll*
Washington Crossing Bridge	*0.95*	*0.94*	*1.01*	*1.02*	*0.96*	*1.00*
Calhoun Street Bridge	*0.87*	*0.87*	*0.90*	*0.93*	*0.91*	*0.93*

The results of the diversion analysis demonstrate that there is no negative impact to the v/c ratios for the Washington Crossing and Calhoun Street Bridges under the low toll scenarios in both 2015 and 2030 or under the high toll scenario for 2030. This is because some traffic for these scenarios will divert away from the Washington Crossing and Calhoun Street Bridges in favor of the Scudder Falls Bridge. For the 2015 high toll scenario, the study determined that the small diversion of traffic has minimal impact on volume-to-capacity ratios. Under this scenario, v/c ratios at the Washington Crossing Bridge and the Calhoun Street Bridge increase by 0.06 and 0.03, respectively.

Comment 6. The additional traffic from the bridge will also lead to more air pollution, further poisoning our air with particulates. New Jersey is already out of compliance for ground level ozone and parts per million. This project will cause major increases in both ground level ozone and PPM, as well as smog. We believe this bridge violates the State Implementation Plan under the Clean Air Act, as well as the Clean Air Act itself.

Response: ***The project is part of, and conforms to the State Implementation Plan.***

Comment 7. Because this project will take valuable parkland and cover over the Delaware and Raritan Canal it will have a negative effect on water quality. More than one million people in Central New Jersey get their water from the Delaware and Raritan Canal. The additional runoff will have a negative impact to the water quality. The widening of this bridge is also inconsistent with the region's WQMP. There has been no approval from New Jersey Water Supply Authority. Also, the additional runoff and pollution will result in increased costs for water purification.

Response: ***The project will include stormwater BMPs to address the stormwater runoff resulting from the project's additional impervious surfaces. The project will conform to applicable water quality and stormwater management regulations and will apply for applicable permits and approvals during the final design and permitting phase of the project. A Biological Opinion has been obtained from the National Marine Fisheries Service, which identifies all of the conditions, and a copy is attached as an Appendix to the EA Addendum.***

Comment 8. This widening project will require the filling in of river bottom. We can expect the loss of a third of an acre of river bottom as result of this project. Development in the floodway or the taking river bottom causes irreparable harm to the river ecosystem that cannot be mitigated under the state or federal Clean Water Act. It will impact the spawning habitat for endangered species, like the Short Nosed Sturgeon and the Atlantic Sturgeon, which is a state endangered species that has been nominated to the federal list.

Response: ***Development within the project area is expected to continue according to the framework established by statewide, regional, county, and local land use and master plans, guided by local and regional zoning and land use plans. Flooding and water quality issues will be controlled via requirements of the applicable environmental permits. As shown in the EA on page 132-133, several of the storm water management measures to be utilized for the project are discussed. Additionally, during the final design portion of this project, Erosion and Sediment Control Plans, as well as National Pollutant Discharge Elimination System (NPDES) Post-Construction Stormwater Management Plans will be developed for the project using Best Management Practices (BMP) to be implemented during and after construction activities. Included in these plans will be details of all BMP measures used which each have their own***

maintenance program. Conceptual mitigation plans are included in the EA/Draft 4(f) for unavoidable impacts to resources. The National Marine Fisheries Service completed its Biological Opinion relative to the shortnose sturgeon with appropriate Terms and Conditions. Detailed mitigation will be developed during the final design and permitting phase of the project. A copy of the Biological Opinion is included as an Appendix to the EA Addendum.

Comment 9. The filling in of river bottom and disturbing the floodplain also adds to downstream flooding. The Delaware River already has a major flooding problem and this project will only make things worse. This project will destroy valuable wetlands, which are important for flood control and water purification. Increased impervious cover will not only cause more flooding but more stormwater runoff. The design of the bridge so far does not adequately deal with stormwater issues.

Response: ***The project will include stormwater BMPs to address the stormwater runoff resulting from the project's additional impervious surfaces. The EA/Draft 4(f) documents the impacts and mitigation of the proposed action on floodplain (Chapter IV.J), surface waters (Chapter IV.G), and wetlands (Chapter IV. K)***

Additional hydrologic and hydraulics analysis will be performed and compensatory storage will be developed consistent with the degree of impact determined during final design and development of the stormwater management plan. Mitigation measures for wetland impacts will consist of providing wetland replication areas at suitable locations at either a mitigation bank, through an in-lieu fee program, or on-site. Wetlands impacted by the proposed action will be replaced at a ratio of 2:1 for forested wetlands, 1.5:1 for scrub/shrub wetlands, and 1:1 for emergent wetlands.

Comment 10. The environmental assessment fails to address the secondary and cumulative impacts of this project. Secondary impacts of this project include flooding and water quality impacts from the additional development this bridge will encourage. If the bridge is widened to the proposed size, we will see a dramatic increase in sprawl and overdevelopment on both sides of the river but have no plan in place to actually manage that growth. The cumulative impact will be the increase of air and water pollution in an area that is already overburdened with both.

Response: ***Chapter IV.A and Chapter IV.R of the EA/Draft 4(f) address the transportation and the secondary and cumulative effects of the proposed action, respectively. The EA Addendum also addresses the traffic diverted due to tolling the alternative. For the reasons stated in the EA/Draft 4(f), Chapter IV, Section R. Secondary Development and Cumulative Impacts, the project is not likely to create secondary development. These reasons include the fact that land use is controlled by zoning, the project does not create a change in access and the project is consistent with the planned development in the project area. Further, there is a lack of developable land in the project corridor that is not protected or publicly owned.***

Comment 11. The environmental assessment did not consider the impacts from the taking of parkland, which must be reviewed and approved by the New Jersey State House Commission. There also has been no historic review by the National Park Service. This project is inconsistent with the NJ State Plan. It violates many policies, including: Policy 14 on Air Quality; Policy 10 on Greenways and Scenic and Historic Corridors; Policy 5 on VMT reductions, and Air Resources Policy 1 on the SIP. It also violates Transportation Policy 6 on Transportation and Air

Quality, Policy 7 on Energy Conservation, Policy 14 on Efficiency and Utilization of Capacity, and Policy 16 on Demand Management Strategies.

Response: ***Comment noted. The National Park Service, National Landmarks Program was included in coordination involving the development of the historic park boundary of the Delaware Canal National Historic Landmark. Project coordination is described in Chapter V of the EA/Draft 4(f) and has included regularly scheduled Special Agency Coordination Meetings regarding the project and potential impacts with agencies that included the National Park Service, State Historic Preservation Offices in both states, the Delaware and Lehigh National Heritage Corridor Commission, the Delaware Canal State Park, the Delaware and Raritan Canal Commission, and the NJ DEP, including Green Acres Program and State Park Service staff, among others. Project coordination included several field walkovers to view potentially affected areas of canal parks in Pennsylvania and New Jersey and review historic boundaries, proposed design, and mitigation measures with these park and canal agencies.***
The proposed project is included in the DVRPC Long Range Plan (2035) and on the Transportation Improvement Program (TIP). Therefore, as part of the TIP, the project conforms with the State Implementation Plan for air quality in both Pennsylvania and New Jersey. As discussed under "Section IV.O, Environmental Consequences, Air Quality," and as shown in Table IV-15, the future maximum predicted carbon monoxide concentrations with the project would be well below the National Ambient Air Quality Standards(NAAQS) under the 2030 Build conditions, and no violations of the NAAQS will occur as a result of the project. Screening using FHWA and PennDOT guidance indicates that the project will not be of air quality concern for particulate matter.

The project is also consistent with the goals and policies of the New Jersey State Development and Redevelopment Plan. Specifically, the project is consistent with Goal 3 of the New Jersey State Plan: "Promote Beneficial Economic Growth – Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents. Provide infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards."

Policy 5 of the State Plan calls for Infrastructure Investments: "Provide public infrastructure and related services more efficiently by restoring, maintaining and investing in infrastructure systems to guide growth, to promote development and redevelopment in Metropolitan and Suburban Planning Areas…" The project area is designated as a Suburban Planning Area and adjoins a Metropolitan Planning Area to the east.

The State Plan includes an Infrastructure Needs Assessment, and this section of the plan states: "Investment in capital facilities and other infrastructure is one of the most powerful tools available to implement comprehensive plans for development and redevelopment. The New Jersey State Planning Act recognizes the importance of infrastructure by promoting development or redevelopment where infrastructure exists or may be readily provided and discouraging development where capacities are limited."

As discussed in the EA/Draft 4(f), additional regional or subarea planning is available through the designation of Transportation Development Districts (TDDs). The New Jersey Transportation Development District Act of 1989 provides for the development of district-wide transportation investment plans as the basis for the assessment of fees for off-tract

transportation improvements in high-growth areas. These districts allow public/private partnership in funding and implementing transportation improvements necessitated by growth.

In Mercer County, the TDD that has been designated for the I-95/I-295 corridor encompasses the three I-95 interchanges to the east of the project area: Scotch Road, Route 31, and the Federal City Road Interchanges. The 1986 Mercer County Growth Management Plan designated the I-95/I-295 TDD area for growth.

The planned improvements under the I-95/Scudder Falls Bridge Improvement Project would accommodate traffic flows emanating from and destined to this designated high-growth region along I-95/I-295. The Mercer County Growth Management Plan, amended January 12, 2000, states that: — "Clearly, the capacity of our County highway network is becoming increasingly inadequate to accommodate the demands being placed upon it..." The Mercer County Highway Master Plan targets a Level of Service D during the peak hours as the minimum level of service to provide. The proposed action has been designed to provide LOS D during peak hours on I-95.

At the I-95 exit immediately north of the project area, recently constructed projects in the I-95 corridor include the Scotch Road Interchange improvements proposed in conjunction with the Merrill Lynch office park development. These improvements involved interchange reconstruction and addition of collector/distributor roadways along I-95 and widening along Scotch Road. The Merrill Lynch office park development encompassed approximately 1.7 million square feet off the interchange area, and full build-out for the site will include 3.5 million square feet of office space. Under both the New Jersey Development and Redevelopment Plan and the Mercer County Growth Management Plan, the Scotch Road Interchange area is slated as a Planned Regional Center and Regional Growth Area, respectively.

The Ewing Township Master Plan (Draft February 2006) states that: "Some critical transportation investments could strategically enhance mobility and accessibility for residents and a reasonable level of development consistent with the land use plan...The township supports improving capacity of the [I-95/Scudder Falls] bridge, remedying interchange safety improvements and considering park and ride locations to reduce traffic in the area (there is a park and ride across the Delaware River on the Pennsylvania side)."

Comment 12. The proposal violates goals of the NJ State Plan as well. It is in violation of Goal 1 on Urban Revitalization, Goal 2 to Conserve the State's Natural Resources, Goal 4 to Protect the Environment, and Goal 7 to Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value. This investment in the bridge will promote sprawl and suburban growth at the expense of cities while undermining air quality, water quality and our natural resources.

Response: ***The project is consistent with the New Jersey State Plan, which identifies the project area west of Bear Tavern Road as a Suburban Planning Area, and areas east of Bear Tavern Road are designated Metropolitan Planning Areas. These planning areas are identified in the State Plan as the areas where development or redevelopment should occur. See previous response. The pedestrian/bicycle facility will enhance the recreational use of the canal towpaths by linking the 2 canal park systems in Pennsylvania and New Jersey. A Programmatic Agreement (PA) was executed for this project. The New Jersey State Historic***

Preservation Office and the Pennsylvania Historical and Museum Commission are parties to the PA. The Final Section 4(f) document includes a copy of the fully executed PA. A copy of the fully executed PA can also be found as an Appendix to the EA Addendum.

Comment 13. Not only is this proposal expensive and harmful to the environment, it will not alleviate traffic problems. For travelers heading south, Route 1-95 will go from five lanes on the bridge down to two lanes once entering Pennsylvania. Vehicles during rush hour will be bottlenecking once leaving the bridge, causing traffic jams and accidents. A bridge this wide and big will not function as proposed. And because of the new toll, there will be more traffic on older, worn out bridges and congestion in our neighborhoods and towns.

Response: In the southbound direction, the proposed three travel lanes will not create a bottleneck upon leaving the bridge. The reason being the third lane will be dropped as an exit to PA Route 332 allowing for a safe transition back to the two lane roadway section that will be signed appropriately with the required advance signing.

As part of the Environmental Assessment process, an assessment was conducted on the impacts of the proposed project on traffic operations, community and economic conditions, utilities and infrastructure, parklands and recreation facilities, farmlands, aesthetic and visual characteristics, surface waters, groundwater, geology and soils, floodplains, wetlands, terrestrial and aquatic habitats, threatened and endangered species, cultural resources, air quality, noise, hazardous waste, secondary development and cumulative impacts. The Environmental Assessment Addendum was prepared to address the impacts of tolling on the above features. In addition, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 to address the impacts of traffic diversions resulting from tolling the new Scudder Falls Bridge. The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum.

Comment 14. There is not a need to expand the bridge to the size proposed. The data used when planning this widening project was collected in 2003 and since then, people are driving less. Traffic projections have gone down and all major toll roads are seeing fewer drivers. More importantly, a change in traffic patterns in the region was not considered. The addition of a new interchange on 95 in Pennsylvania will allow drivers to access the New Jersey Turnpike at exit 6 in Burlington County. This will divert a lot of cars and trucks from the stretch of I-95 where the Scudder Falls Bridge is located. This change in traffic pattern was not considered when this proposal was developed.

Response: The configuration of the proposed action is based on year 2030 traffic forecasts prepared by the Delaware Valley Regional Planning Commission. The new I-95 interchange in Pennsylvania was considered as built for the 2030 traffic forecasts.

Comment 15. There has been an effort made by the DRJTBC to make the proposal appear as if has a public benefit on air quality when really, it's just a front and no real progress will be made. The shoulders were made wider for bus service; however there are no plans by NJ Transit to expand into PA. As it is, NJ Transit cannot deal with current routes and is cutting back its service. The pedestrian path is an attempt to show something is being done about air quality, but there is

no way to connect pedestrian traffic to the D and R Canal and you cannot put pedestrian and bike access on an interstate highway.

Response: The air quality analysis is documented in the EA/Draft 4(f), Chapter IV.O. The pedestrian/bicycle does connect to the Delaware and Raritan Canal towpath as shown in Figure III-18, page 60, of the EA/Draft 4(f).

Projects such as this are encouraged by FHWA to provide for multiple modes of transportation. The proposed action for this project does provide accommodations for Bus Rapid Transit with the inclusion of a 14-foot inside shoulder along the entire project. Coordination has taken place with the transit agencies in PA and NJ and, as a result, both states have encouraged the accommodation of the BRT lane in the project. In addition, the Pedestrian/Bicycle Facility that is shown in the EA to link the two canal state park systems in PA and NJ is allowed on an interstate highway and will be provided as part of the project. There are no Federal laws or regulations that prohibit shared use paths along or near Interstate highways or other freeways. Under 23 U.S.C. 217(g) transportation plans must consider bicycle and pedestrian accommodations.

Comment 16. Not only is the proposed bridge itself badly designed but access on and off the bridge will continue to be poor. On the New Jersey side, the proposal calls for a small circle roundabout followed by a diamond interchange. This will only cause confusion, accidents and traffic jams. The current design is bad enough - this proposal is similar to how it is now except for the added traffic circle.

Response:
The configuration of the proposed NJ Route 29 interchange was thoroughly reviewed by NJDOT and is fully endorsed by NJDOT. NJDOT was, in fact, a proponent of the proposed Route 29 Interchange alignment and was involved in its development. Access on and off the bridge for the proposed alignment meets current design standards and addresses the safety issues associated with the current configuration.

Comment 17. Even the proposed tolls for the project are poorly planned. In an attempt to avoid a backup at the toll booth, a toll without booths is being proposed. Drivers without E-Z Pass will have their picture taken as they go over the bridge and will be mailed a bill. The administrative costs of that process will be equal to the revenue generated from the toll. Also, many travelers from out of town will receive a bill and will likely be confused and simply not pay it.

Response: The EA Addendum addresses the impacts from tolling the new bridge. The EA Addendum is based on the findings from the Traffic Diversion Study for the Scudder Falls Bridge dated May 11, 2011. The Commission intends to undertake a future traffic and revenue study for the new bridge. As part of this study the Commission will determine the toll rate structure to be implemented for the All Electronic Toll System on the new bridge. The administrative costs for the video license plate tolling and billing process will be considered in the overall development of the toll rates for this bridge.
A business decision relative to cashless tolling is consistent with industry trends and practices being implemented by other toll authorities, such as the Port Authority of New York and New Jersey, and the South Jersey Transportation Authority

Comment 18. We agree that the Scudder Falls Bridge needs to be repaired and modernized to get rid of some of the concerns and safety problems but we don't need this massive gold-plated bridge. It makes no sense to spend all this money in New Jersey to send more people and jobs to Pennsylvania. There are some reasonable alternatives.

Response: ***Due to the close proximity of the Taylorsville Road Interchange and the NJ Route 29 Interchange to the Scudder Falls Bridge, entrance ramps from these two interchanges cannot be designed to safely merge onto the mainline roadway (I-95) without the auxiliary lanes being added to the bridge. Proper AASHTO, PennDOT and/or NJDOT design criteria must be met for acceleration lane length and merge distances.***

Comment 19. The bridge could be redesigned with entrance ramps that actually merge onto the highway before the bridge, saving us tens of millions while making the interchanges safer and easier to navigate. Instead of widening the bridge by more than doubling its size, we could establish flex or reversible lanes that would allow more lanes to open up during rush hour.

Response: ***All reasonable alternatives were considered in the EA/Draft 4(f) (see Chapter III). Due to the close proximity of the Taylorsville Road Interchange and the NJ Route 29 Interchange to the Scudder Falls Bridge, entrance ramps from these two interchanges cannot be designed to safely merge onto the mainline roadway (I-95) without the auxiliary lanes being added to the bridge. Proper AASHTO, PennDOT and/or NJDOT design criteria must be met for acceleration lane length and merge distances.***

Regarding the reversible lanes alternative, this option is addressed in the EA (Page 38 Contra-Flow Lane) and was dismissed for several reasons; the cost of this alternative would be higher than the preferred alternative when considering the operational costs involved with the reversible lanes, the system would be inefficient and of marginal value over the short length of the bridge, safety concerns at the transition areas where the interchanges are located and operational issues with moving the contra-flow barriers multiple times a day.

Comment 20. According to DRJTBC estimates, after this is all done the bridge will still function at a level D. Currently it is at level F. For all that money, we will see hardly any improvement and there will still be congestion problems because of the design. The only thing this bridge widening will accomplish is add more greenhouse gases to the atmosphere and violate Global Warming Response Act. Plus, people will lose their houses and land in the process.

Response: ***The proposed improvements have been designed to meet the project purpose of relieving chronic congestion (LOS E or LOS F) during peak traffic periods and improving mobility in the I-95 project area. Providing adequate roadway capacity and acceptable traffic operations during peak travel periods is generally defined as LOS D in urban areas. A project goal is to achieve level of service (LOS) D or better within the project limits in the design year 2030. The project achieves this goal. The year 2030 LOS on the Scudder Falls Bridge will be better than LOS D, ranging from LOS A in the non-peak flow direction to LOS C in the peak flow direction during peak hours (see Table IV-2, page 89, of the EA/Draft 4(f)). The future year levels of service will be substantially better than the current levels of service.***

The air quality study and analysis performed for the project has determined that this project is not of an air quality concern. The project meets the Clean Air Act's requirements and has no air quality impacts associated with it. We will also add that the proposed improvements will

displace one residence located in close proximity to the north side of I-95 off Woodside Road in PA. The widening along I-95, Taylorsville Road, and Woodside Road will require acquisition of portions of four other residential properties in PA and one residential property in NJ, but will not displace these residences. Most of these residential acquisitions will effect between 5% and 34% of the property, with the exception of the one residential displacement. One undeveloped parcel adjoining the north side of I-95 will be acquired in total and portions of three other undeveloped parcels will be acquired. No businesses will be acquired. In addition, four publically owned parcels in PA and one publically owned parcel in NJ will be impacted and require a portion of each parcel to be acquired.

Comment 21. There are better, more efficient, ways to save money and protect the environment while actually getting people where they need to go. The environmental assessment for this proposal is wholly inadequate and a further EIS is warranted. As proposed, this project violates the National Environmental Policy Act and the Federal Stimulus Law, so it will not be eligible to receive federal funding.

Response: ***The project was scoped as an Environmental Assessment to determine whether or not the project caused significant environmental impacts warranting an EIS. A federal agency prepares a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures which an agency will take to mitigate potentially significant impacts. If it is determined at the end of the EA process that the environmental consequences of the proposed project may be significant, the FHWA will request that an EIS be prepared in order to comply with NEPA.***

Comments of the Tri-State Transportation Campaign (Comment #P240)

Thank you for the opportunity to comment on the Environmental Assessment/Draft 4(f) Evaluation Document ("EA") for the 1-95/Scudder Falls Bridge Improvement Project ("project"). The Tri-State Transportation Campaign ("Tri-State") is a regional policy watchdog organization working for a more environmentally sound and equitable transportation network in New Jersey, New York, and Connecticut.

In general, Tri-State acknowledges that there are several substandard design features on the bridge that require attention, as well as heavy peak hour congestion. With respect to these issues, there are aspects of the project that appear to be positive. These include the inclusion of dedicated lanes to accommodate future Route 1 Bus Rapid Transit, pedestrian and bicycle facilities, and cashless tolling. We support the inclusion of these features in the final design of the structure.

Currently, the EA does not guarantee pedestrian and bicycle access, address the impacts of tolling or fully develop an analysis of rejected alternatives or secondary impacts. Further, we are concerned that the project as contemplated will result in unintended negative impacts and fall short of the safety goals outlined in the project purpose and needs statement.

The project team should create a full Environmental Impact Statement ("EIS") to address several remaining issues and unanswered questions, as outlined below. Additionally, we call on the lead agencies to confirm the inclusion of bicycle and pedestrian access in the final bridge design.

Comment A.
1. The EA does not fully address secondary impacts or adequately support the selection of the preferred alternative.

We are troubled by the long term effect of building a bridge more than twice the size of the current structure. According to the traffic data provided in the EA, while traffic Level of Service (LOS) improves on the bridge itself, conditions the east and west of the project area will worsen as a direct result of the expanded bridge capacity. In solving one problem, the bridge reconstruction is creating another. Increased congestion will create pressure to widening the 1-95 mainline, continuing the cycle of until the new bridge is filled with traffic. The expansion would drive ever worsening sprawl in sensitive Bucks County.

It is settled that adding road capacity doesn't solve congestion, it merely kicks it down the road by attracting more vehicles in the long term. The EA provides a succinct summary of the pattern: Since its initial construction, the 1-95 corridor has experienced substantial growth over the years, with residential and commercial development spurred on by interstate highway access. Development pressures in the 1-95 corridor have continued in recent years, due to access provided by 1-95 and several regional transit lines that service Philadelphia and New York City and Newark. This transportation access has enhanced the attractiveness of the area for commuters, since the project area is within commuting distance of major metropolitan areas in Center City Philadelphia, within 20 miles, and New York-Newark, within 50 miles.

Despite this, the EA concludes that no secondary impacts will result in the project area -a corridor so narrow as to render that conclusion meaningless. The EA speaks of an undefined "area" surrounding the project area, and dismisses the possibility of secondary impacts because of zoning and other restrictions.

As noted above, the traffic data cited in the EA clearly shows higher traffic volumes in the build scenario than in the no build. Couple this with the description of fast developing sprawl development, and it is far from clear that the expanded capacity will not drive more damaging development. The self-defeating capacity expansion calls into question the hefty price tag of $300 million. A smaller design that creates less pressure on adjacent roadways and surrounding land use may be a more prudent course of action given the current tight budgets for the agencies involved. The residents of the area and users of the roadway deserve better analysis through the preparation of a full EIS, rather than unsupported and conclusory statements when contemplating a project of this size and scope. The EIS should include a comprehensive cost/benefit analysis taking all features and impacts of the proposed structure into account.

We do not believe that a convincing case was made against the contra-flow lane alternative. Given the directionality of the peak period traffic (see EA p. l0), the contra-flow lane should be studied further. Reasons for eliminating the alternative included the additional life-cycle cost of $12 million, safety concerns in the transitional areas and lack of efficiency. There is no elaboration on the inefficiency of the contra-flow lane, nor a description of safety concerns. The contra-flow lane alternative will benefit from in depth study as part of a full EIS.

***Response**: As indicated in the EA/Draft 4(f), Chapter II, Section D. – Proposed Action, the proposed action will add one travel lane in each direction to the I-95/Scudder Falls Bridge and to I-95 between PA Route 332 and NJ Route 29. The project will improve future year levels of service on the Scudder Falls Bridge and within the 4.4 mile project area. The structure will be*

more than twice its current size because the project will add inside and outside shoulders and auxiliary lanes to the bridge which do not exist today and are not conforming with current design practice and guideline. These features are necessary in order to safely and efficiently accommodate through traffic and traffic entering and exiting from the adjacent Taylorsville Road and NJ Route 29 interchanges. In consultation with NJ Transit, 14-wide inside shoulders are proposed to accommodate Bus Rapid Transit (BRT) during congested periods.

For the reasons stated in the EA/Draft 4(f), Chapter IV, Section R. Secondary Development and Cumulative Impacts, the project is not likely to create secondary development. These reasons include the fact that the project does not create a change in access and that the project is consistent with the planned development in the project area. Further, there is a lack of developable land in the project corridor that is not protected or publicly owned. Daily traffic forecasts for the Build alternative compared to the No-Build alternative would be approximately 10% higher. This would not be new traffic but traffic redistributed from other roadways/bridges within the regional network because I-95 becomes a more attractive route.

The contra-flow lane was examined due to the directionality of the peak period traffic flows. However, it was dismissed from further consideration for several reasons, as stated in the EA/Draft 4(f): it would be at higher cost than the proposed action when operating costs are considered; it would be inefficient and of marginal value over the short length of the bridge, particularly with regard to addressing congestion from traffic entering and exiting the interchanges adjacent to the bridge; and, the transition areas into and out of the contra-flow lane present safety concern, especially since there are interchanges in close proximity which complicates signage and thus driver perception.

The purpose of the project is to alleviate recurring current and future traffic congestion and upgrade safety and traffic operational conditions on the I-95/Scudder Falls Bridge and adjoining highway segments in PA and NJ. The project area extends 4.4miles between the PA Route 332 Interchange and the Bear Tavern Road Interchange in NJ to allow for a smooth and safe transition from the widened roadway section back to the existing lane configuration. Having more lanes on the bridge than on the approach roadway will not create a bottleneck condition. The number of lanes is needed to facilitate movements to and from ramps at adjacent interchanges. The additional lanes are auxiliary lanes which are a designed to provide motorists with room to accelerate or decelerate as they enter or leave the I-95 mainline roadway. Auxiliary lanes are a required design element at interchange locations and their use has been shown to improve traffic conditions on the mainline roadway.

The project was scoped as an Environmental Assessment to determine whether or not the project caused significant environmental impacts warranting an EIS. A federal agency prepares a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures which an agency will take to mitigate potentially significant impacts. If it is determined at the end of the EA process that the environmental consequences of the proposed project may be significant, the FHWA will request that an EIS be prepared in order to comply with NEPA.

Comment B.
2. The final design must include shore-to-shore pedestrian and bicycle access.
The final design for any replacement or refurbished Scudder Falls Bridge must include

pedestrian and bicycle access. Popular multi-use trails exist on both sides of the river and the bridge is in the center of a 12 mile stretch without a cross-river connection for pedestrians and bicycles. The connection provided on the Scudder Falls Bridge would benefit businesses on either side, provide greater recreational activities, and offer a sorely needed transportation alternative to driving over the bridge. Facilitating a greater mode share for bicycles and pedestrians will help meet the project goal of congestion relief on the bridge and offer the additional external benefits such as lower emissions, less noise pollution and lower health care costs.

The inclusion of pedestrian and bicycle access is supported by state and federal policy. The EA makes clear that several funding options remain on the table, however, 23 U.S.C. §217 mandates the inclusion of pedestrian and bicycle access in any bridge projects using federal funds where access can be safely provided at a "reasonable cost." Similarly, NJ's recently adopted Complete Streets policy requires provisions for all users, including pedestrians and cyclists, be included in the "planning, design, construction, maintenance and operation of new and retrofit transportation facilities."

The projected cost of attached to the inclusion of pedestrian and bicycle facilities is $18 million, or 6% of total project costs. Guidance at both the federal and state level contemplates "reasonable costs" being those under 20% of the total project costs. The cost associated with pedestrian and bicycle facilities on the Scudder Falls Bridge is well within bounds contemplated in state and federal policy. The benefits for the community and positive impact on project goals far outweigh projected costs. Large infrastructure projects such as this do not occur often and the new structure is designed to last for generations. This is truly a once in a lifetime opportunity to provide pedestrian and bicycle accommodations, and the opportunity should not be squandered.

Response: Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built. The Environmental Assessment Addendum was prepared to address the impacts of tolling on the above features. In addition, a Traffic Diversion Study was performed and a report was prepared dated May 11,2011 to address the impacts of traffic diversions resulting from tolling the new Scudder Falls Bridge. The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum.

Comment C.
3. More study is required to quantify the effect of tolling.
This past month, the DRJTBC announced that the new bridge would be a tolled facility. Tri-State supports road pricing and tolling for funding reasons as well as a measure to help reduce VMT, especially cashless tolling, which avoids potential congestion effects of traditional collection methods. We applaud the DRJTBC for the inclusion of these cashless tolls in the final design.

However, the EA's traffic analysis is silent on the effects, positive or negative, of adding tolling to the currently untolled bridge. An informed decision on the project cannot be made until the impacts of the toll are studied. A full EIS that includes a tolling impact analysis should be prepared for the project.

Response: ***Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built. The Environmental Assessment Addendum was prepared to address the impacts of tolling on the above features. In addition, a Traffic Diversion Study was performed and a report was prepared dated May 11,2011 to address the impacts of traffic diversions resulting from tolling the new Scudder Falls Bridge. The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum.***

Comment D
4. The size of the planned expansion may create new safety issues in the name of solving old safety issues.

The preferred alternative creates a nine lane bridge between the six travel lanes and three auxiliary lanes. The lanes are justified in the EA by the proximity of the interchanges on either side of the bridge. However, the configuration of the two auxiliary lanes on the northbound side appears to create a dangerous weaving condition that did not previously exist. Through vehicles entering the roadway from the Taylorsville Road interchange will be forced to cross two lanes of traffic to access the travel lanes before auxiliary lanes end. Similarly, vehicles traveling on 1-95 from south of the project area will now have to cross two lanes of traffic to exit at Route 29 in N.J. -assuming the vehicle is already in the rightmost travel lane of three. Data in the EA shows that a large portion of the trips over the bridge are regional trips, meaning that drivers are using one of the two interchanges at the ends of the bridge and will have to negotiate the newly created weaving section. In addition, the EA notes that 58% of crashes in the project are occur at these interchanges, 78% of accidents DRJTBC-jurisdiction-wide similarly occur at intersections.

While acknowledging that the substandard acceleration lanes at the intersections present a legitimate safety hazard, the solution must not simply exchange one hazard for another. We urge further study in a full EIS of the traffic flows and accident projections given the creation of large weaving sections within the project area.

Response: ***The traffic and safety analysis performed for the EA/Draft 4(f) and the Point of Access Study, demonstrates that the proposed lane configuration will provide for safe and efficient traffic flow on the bridge. In the northbound direction, there are two northbound on-ramps from Taylorsville Road. The on-ramp from eastbound Taylorsville Road is an add lane followed by an auxiliary lane for the westbound Taylorsville Road on-ramp. This auxiliary lane becomes the off-ramp to NJ Route 29. This creates a five lane section northbound across the Scudder Falls Bridge. The auxiliary lane length is 2,526 feet. This distance provides for a safe and acceptable operation for motorists to switch lanes and exit from the mainline roadway to Route 29 or to accelerate and merge into the mainline right lane from the Taylorsville Road northbound on ramp, in accordance with AASHTO design standards.***

Conclusion

In conclusion, Tri-State has many concerns about the Scudder Bridge project. We urge the lead agencies to prepare a full EIS that includes: I) full analysis of alternatives, including the contraflow lane, and secondary impacts caused by the capacity expansion; 2) operational and safety impacts of a new weaving section created by the auxiliary lanes; 3) the impact of tolling; and 4) supports the BRT lane and pedestrian and bicycle access.

Comments of the New Jersey Alliance for Action (Comment #P290)

The New Jersey Alliance for Action strongly supports the plan of the Delaware River Joint Toll Bridge Commission to build a new bridge carrying Interstate 95 across the Delaware River. It would replace the aging Scudder Falls Bridge that was designed to antiquated standards no longer deemed acceptable by the Federal Highway Commission.

As you may be aware, the Alliance is a unique non-profit, non-partisan statewide coalition of over 600 business, labor, professional, academic, and government organizations. Our commitment is to investment in infrastructure for New Jersey economy, environment, and quality of life.

Seldom has any project as the one we discuss today offered the people of New Jersey, Pennsylvania, and the entire region as many critically needed benefits – public safety, traffic congestion relief and economic development and jobs.

On public safety, accidents on the existing Scudder Falls Bridge are too common based on the antiquated design of the span and interchanges. A new bridge constructed to modern design standards would help save lives and prevent dangerous accidents.

On congestion, the Scudder Falls Bridge operates at the worst level of service classification for a federal highway, during peak periods. Traffic volumes are projected to rise by 35 percent – from an average of 58,400 vehicles per day to 77,500 vehicles per day by 2030.

On Economic Development and Jobs, so vital during today's economic downturn, the $310 million project would create as many as 3,000 jobs in a construction industry that is so vital to lifting us out of recession. Overall, it is estimated that the project would contribute $341 million to personal earnings and $1.054 billion in economic activity. This would provide an economic boost throughout this region to a wide rand of businesses, big and small.

The Commission has made a responsible and realistic decision on how to finance construction of the new bridge by cashless tolling with little if any funding expected from the federal and state governments. Tolls paid by the users of the replacement bridge is the most equitable solution. It also would avoid construction of a conventional toll plaza that would create congestion and delays for drivers.

This is an excellent project and the Alliance for Action stands ready to provide our support and readiness to assist in its implementation.

Response: Comment Noted. As noted in the EA/Draft 4(f), the project meets the project Purpose and Need.

Response to Public & Private Verbal Comments Given at the Public Hearing

Public Verbal Comments Given Tuesday, January 19, 2010 (T1, T2, T3, etc. refer to Tuesday hearing and comment #)

T1 - PHILIP BEACHEM: Good evening. I'm Phil Beachem, president of the New Jersey Alliance for Action. The Alliance is a unique non-profit, non-partisan statewide coalition of New Jersey who represent over 600 business, labor and professional, academic and…..governmental organizations, and our commitment is to investment in infrastructure for New Jersey's economy, environment and quality of life. Seldom has a project, this particular project, has many critically-needed issues.

On public safety, accidents on the existing Scudder Falls Bridge are too common based on the antiquated design of the span and interchanges. A new bridge constructed to modern design standards would help save lives and prevent dangerous accidents.

On congestion, the bridge operates at the worst level of service classified for a federal highway during peek travel periods. Traffic volumes are projected to rise by 35 percent, from an average of 58,400 vehicles per day to 77,500 vehicles per day by the year 2030.

On economic development and jobs, so vital during today's economic downturn, this project creates as many as 3,000 jobs in the construction industry and contributes 341 million to personal earnings and $1.5 billion in economic activity. Commission has made a responsible and realistic decision on how to finance and support it. Thank you very much. I submit my comments.

Response: Comment Noted. As noted in the EA/Draft 4(f), the project meets the project Purpose and Need.

T2 - JERRY KEENAN: My name's Jerry Keenan. I live in East Windsor Township, and I'm here to talk as someone who uses the bridge quite often. I got looking at those pictures, I thought the pictures of traffic may be -- could be a little closer and get some sound effects and hear the horns blasting because that's what they do when they go across the bridge. It's a horrible bridge. It needs to be fixed. It's a question of efficiency getting back and forth, and it's also a question of safety. One, a question of safety because of the roadway that I do whenever I go across there with people cutting in and screaming and people beeping the horns and, two, if you look at the condition of that bridge it, obviously, needs to be fixed. The term structurally obsolete, you can give it any name you want. It's time to fix it.

So this is a question of efficiency, impact and safety for a number of reasons. Because of that, I think this is time for the Commission to step up and get this bridge taken care of and make everyone safer. Thank you very much for your time.

Response: Comment Noted. As noted in the EA/Draft 4(f), the project satisfies the project Purpose and Need.

T3 - ROBERT BAIRD PATERSON: My name is Robert Baird Paterson. Good evening. Thank you for the comments so far and unlike this speaker gentleman, I refrain from pounding my dashboard, but I've been involved many times -- I'm here tonight, though, because I live right next to the highway. I live in the Commons, one of the projects just below where you are going to be having some noise barriers there. It is a problem that I see that you will have to deal with

probably in the longer term that I would like to raise tonight. You certainly have to deal with as this project proceeds. And that is you're projecting certain capacity of this highway for a period of time goes to 2030, and you're expecting outcome of level D service in 2030. It's a level out from -- it's probably going to be still at that same level. There is very careful things to be made to track the growth of traffic is unlike the present time that we are in terms of corporate development and/or housing development I believe that we will have more -- more development of both and particularly I think -- I know I'm involved in our county of Ewing, we're seeking to incorporate as a matter of public policy. And that leaves more traffic to the commercial levels of traffic. So -- and that has been over a period of growth of traffic. So I think that -- I know you just -- to factor in to this development process a careful monitoring of the levels of service that you are finding that you would find if you had detailed roadways and secondary roadways that would give you the best indicators of the traffic at least to factor in to this process a continuing mind frame of traffic to see whether or not you're on track for achieving, at least the level D, or maybe higher, but sometime invest more funds to change some of the intersections.

And from my part, it's interesting to be involved in sort of a kind of an experiment, but at least a change in the way the New Jersey side of the roadway is developed with these round abouts, and there are some rounds abouts in Ewing Township and in other certain areas who have large traffic, but they are -- I emphasize, large traffic circles. What I see on the maps seems to me to be not quite large enough for the kind of peek area of traffic you have, and so I would ask the planners to look again and say comparison to peek period I think a large traffic circles do exist very close by so you have common plans for traffic. Maybe consider expanding these rounds abouts, make them wider or maybe hopefully they will take more traffic.

And then the other aspect of the fact impacts where I live and the area that I live is that you might need more shoulder area going up to the off ramp from 95 south, interchange of 95, so that you can stack more cars and there will be more cars off the main right of way on 95. That just involves perhaps a right of way on the north side of I-95. That also may be a consideration in Pennsylvania where you have that long traffic lane going down 95 or approaching 95 in Pennsylvania. I don't know what bridge, but just a consideration that there may be stacking and may be have more space. That's all. Thank you.

Response: The project has been designed to achieve acceptable Level of Service (LOS) D or better in the design year 2030. With LOS D, a certain reserve capacity would exist to accommodate some additional traffic growth beyond the traffic forecasts to year 2030.

The analysis of the proposed roundabouts indicates that the preliminary design of these roundabouts will provide acceptable traffic LOS in the design year. During final design, refinements of the design would be made if warranted.

The traffic analysis performed for the EA/Draft 4(f) indicates that these ramps will operate at acceptable Levels of Service and that queues will not be excessive or back onto I-95. Additional traffic analysis is planned during the final design phase to refine the designs as necessary.

T4 - JEFF TITTEL: Jeff Tittel, director of New Jersey Sierra Club. I also do pass the site every day when I go to Trenton, and one of the things that struck me today coming over here was I was at the Governor's Inaugural this morning, and I realized that New Jersey was broke. We have to learn to do more with less. When I look at this bridge and design that I see here to build a nine-

lane bridge, the pedestrian crossing is building a Mercedes at the time when we're all basically tightening our belts. We also say the cost to widen the bridge is not only efficient, but the tolls because of it and also slow down traffic, you will lose a lot of this whole benefit.

We believe that the environmental assessment is wholly inadequate and not -- do the proper alternative analysis did not really study the interconnection between 95 and New Jersey Turnpike and the Pennsylvania Turnpike extension with the trucks from here, the data from 2003 people are driving less. Traffic patterns are changing. There is not adequate addressing water quality, of air quality. New Jersey will have a have hard time meeting the standards. This is a major trip traffic generator of traffic. You'll have a hard time dealing with EPM which is particular matter from diesel exhaust. They are not looking at the secondary impacts for this project, and we continue the water quality impacts from that.

We think that, quite frankly, this project misses point in a lot of ways. We believe that this bridge has to be fixed and that it needs to be made safer, but we see building nine lanes -- we have three lanes of highway on one side and two lanes on the other side a major investment that's not necessary that can be easily accomplished, and I disagree using a flex lane or reversible lane. We also believe that there is just a lot of problems in doing this bridge at this time at this cost to the people in this area and that there really hasn't been adequate analysis alternative and, quite frankly, on the Pennsylvania side and do the merging before you get to the bridge so you don't need to have four lanes going to the New Jersey side. The round about with the diamond lanes and because I think traffic jams on the New Jersey side is close to mediating.

So to us, I think we are – quite frankly, this needs to be looked at and needs to be paired back and designed to be more common sense way to save people money and save people time because, again, getting tolls on it, that extra time I feel is going to be a loss and after 20 years to be D level of service, which is not really that much better than now, I think shows that there is a problem with this project. Thank you very much.

Oh, one other thing. On the pedestrian crossing, normally would support pedestrian-bike transit. We think in order to make this project ADA compliant, it would be very sensitive and you have to develop some kind of system to get to the Jersey side, but also putting pedestrian on an interstate highway is – even with barriers is a -- is really a safety problem, and we also are concerned about the parkland and the visual impacts on the natural historic sites. Thank you.

Response: See "Response to Written Comments from the General Public" document, page 30 for the response to written comments submitted by the Sierra Club, New Jersey Chapter, by letter of February 2, 2010 (Comment #P120).

T5 - PHIN TUTHILL: My name is Phin Tuthill from Washington Crossing, Pennsylvania. I'm here as a supporter of the bike and pedestrian way. One of the biggest problems we have right now, this ongoing from a health standpoint is obesity. If we don't allow for people to bike to work, it is just going to get worse. This bridge is going to be in effect for 50 to 75 years. More and more people are going to want to bike to work. We are going to be making more allowances for them to do that and if we don't do that now, it's a problem, and I do agree with the previous speaker in that the adjacent bike walking lane may be a problem. I think it might be considered dropped under the bridge that may be a more viable option. It might be more -- less expensive option also and, obviously, then you don't have to go back down as far.

Tolls? User fee as long it was tolls for supporting and whatever. I don't have a problem with that. But I think the -- I think, again, the bicycle walking option really has to be included for health and future transportation reasons.

One other thing I forgot to mention, anybody has a DUI situation can't drive. We need to allow them to get to work. Thank you.

Response: Comment Noted. The EA/Draft 4(f) considers the benefits and impacts of the proposed action both with and without the pedestrian/bicycle facility. Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

T6 - BESRICH PLUMMER: My name is Besrich Plummer. I live in New Jersey by the 29 Interchange and 95. I would like to say that I support the project, but the same time, I'm wondering why a toll system has to be used. I'm sure it's going to be – the reason is going to be for pay for the construction, but I do think that's an added burden by the residents of New Jersey and Pennsylvania should be.

However, the 29 Interchange is very very dangerous. It's the worse interchange I've seen, and it has to be improved. There are several accidents there every year, and it's actually a serious situation. Even though the DOT added some yield signs, no one knows who is supposed to yield and every time it is, you take your life in your hands.

So I do support the project, but I'm wondering what the level of service is going to be when is needed. What we hearing is that the level of service D in 2030. That -- what is it going to be now? I'm not sure I saw that in the information packet.

But I think it's a good project overall, and I would like to see something done because the traffic condition is really really bad in the mornings and in the afternoons.

So let's hope something gets done, and I'm not sure what the schedule is for basically design construction and what time frame is. Supposed to be a four-year project. I'm sure that's -- but I don't think. I think the public would like to know that information because I'm sure it's going to be later construction and certain traffic during construction. Thank you.

Response: Comment noted. Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11,2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The Traffic Diversion Study shows that the majority of motorists who divert from using the

southbound direction of the Scudder Falls Bridge will end up using the Route 1 (Trenton-Morrisville) bridge. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements.

The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

The proposed design for the NJ Route 29 Interchange will alleviate the issues noted in the comment. Design year (2030) Levels of Service will be LOS D or better throughout the project area. Levels of Service in years prior to 2030 will be the same or better.

The Commission, through its web site and other media, will keep the public informed of project progress and schedules.

T7 - SARAH DARRON: I'm Sarah T. Darron. I'm a resident of Wilburther Road, which is just south of the project. And if we are going to make this a toll bridge, then people are going to go and use other bridges that are not toll bridges. And those bridges are Washington Crossing Bridge and the Calhoun Street Bridge and the Trenton Makes Bridge. All of those three bridges are very old. I know that the bridges recently had some repairs renovations to it, but in terms of major re-engineering and more traffic, it does not look to me like it has been and certainly the Washington Crossing Bridge is at capacity and the Calhoun Street Bridge is at capacity for the morning rush hour in to Trenton and going home again. So what the heck are we doing here? If we put a toll on this bridge, all you are doing is moving traffic to other bridges which are completely inadequate to handle them. That's the first thing.

Second of all, I live in the area, and I do think there needs to be more attention to incorporating this bridge design in to the Delaware Canal Park on this side of the bridge and also in to the Canal Park on the other side of the river so that we have a sense that you can approach those parks and use those parks from I-95. At this point there is basically no integration. If you're traveling in a car, you are going right past the parks and if you are traveling on bicycle or pedestrian, you're going under the highway and now we are talking about putting a connection between the two which I think this needs to be done, but there needs to be more integration planning with the park side of the design so that the highway does not mess up the parks and you actually have good access from highways to the parks.

Again, third of all, I agree with the Sierra Club that say this is trying to build a Mercedes. As far as being able to handle future traffic, we need to keep in mind that the growth pattern in this area has basically proved to be unsustainable when it comes to traffic and capacitating power vehicles.

So we need to be doing more to encourage public transit and other kinds of transportation, and I think this project needs to do more over the course of New Jersey and more traffic and more lanes more confusion on -- I can't believe that you are suggesting putting in roadways on the approaches to the bridge on the New Jersey side. The intersection is very dangerous, and it's mind boggling, and I can't imagine -- those intersections need to be bigger. I know. I live in the area and I know it's a lot of land, but push comes to shove, this is not going to be safe. It's not

going to be safe. It's not going to solve the problem, particularly if you have tolls on this bridge it is going to be a bigger problem in the immediate vicinity with bridge crossings. Maybe we need another bridge crossing. Maybe we need another bridge crossing rather than expanding this one, but this project seems to me to be a disaster.

Response: Comment noted. Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11,2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements.

The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

The proposed action, including: roadway and interchange configurations; number of lanes on roadways, bridges and at intersections; need for traffic signals; and, acceleration and deceleration lanes was determined through a comprehensive transportation analysis of the area using future year traffic forecasts. The proposed action will provide an acceptable Level of Service (LOS) D or better operation in the design year (2030). LOS D is considered an acceptable design level in an urban setting such as the project area.

The roundabout designs have been thoroughly evaluated as part of this EA/Draft 4(f) and are endorsed by the New Jersey Department of Transportation. An additional bridge crossing was not considered a viable option due to extensive environmental impacts.

As far as another bridge crossing is concerned, the DRJTBC Southerly Crossings Corridor Study included an alternative for a new bridge crossing in the southerly crossings corridor to help relieve traffic congestion within the corridor. The Southerly Crossings Corridor encompasses the area between Ducks Island to the south and the Washington Crossing Bridge to the north. The study concluded that constructing a new bridge crossing within the corridor to satisfy the traffic demands within the area would be more costly than providing the required improvements at the existing crossings. The construction of an additional bridge crossing would have additional environmental impacts. Some of the potential environmental impacts

associated with the construction of a new bridge include additional stormwater runoff as a result of the additional impervious area, additional property acquisition to accommodate construction beyond the existing right-of-way limits, additional support piers constructed within the river, additional visual impacts from the canal and towpath areas and additional noise impacts as a result of constructing a bridge in closer proximity to existing residences.

T8 - RICHARD ADAMS: Richard Adams, Yardley, Pennsylvania.

I certainly agree that there is a need to expand the bridge, but looking at your design, I see that there is, in my opinion, there is some shortcomings here.

The interchanges on both sides, I think, certainly need some further study. I hope that there is information available as to the car count, vehicle count on each side and on the interchanges on each side of the bridge.

The addition of the traffic lights on the Pennsylvania side seem to be a very backwards way of attempting to resolve that interchange. There is real estate between Taylorsville Road and the Delaware Canal on the Pennsylvania side. It is uninhabited. It's been that way for many many years. I would certainly think that whoever owns that land would be more than glad to give it up and stop paying tax on that if you folks can use it for a full clover leaf.

Over on the Jersey side, putting those little roadways in certainly makes no sense, in my opinion. There are some places in New Jersey in recent years that they have been built. Hopefully you folks have or will go and study those locations and the car counts and vehicle counts at those locations, observe how the people have to constantly slow down and stop and then start up again with increased emissions in doing so to get back up to speed.

I'm also very puzzled about putting a toll on the bridge. As the previous person stated, that's only going to drive people to use one of your other bridges. I would hope that if you put tolls on this bridge, that the State of New Jersey and Pennsylvania would legislate your organization and not allow you to use the tolls, to build sidewalks and curbs in adjacent communities to all the bridges as you have down in the past, I guess, it's two years from doing that. Obviously, the money that you people use to put sidewalks and curbs and other improvements in these adjacent communities from the tolls that the common people that have to use your bridges to get to and from work should not had been used to improve the communities on both sides of the river. If those people wanted new sidewalks and curbs or whatever other improvements you people provided them, they should tax their people and, we, the people that use your bridges, should not have to pay to improve their communities. Let them tax their people and make their own improvements.

I believe that your plan is not to use the existing piers. That certainly seems to be an awful waste of money to remove the existing piers. I'm sure they are in good order and would last many many many more years. I think it would be better for you folks to put wings on the existing piers, as you did in Morrisville Toll Bridge, in order to widen the lanes.

I was unaware until I came to these meetings of these thoughts of putting in a bike or walking path and I listened to the concerns of those people here this evening. I'm wondering whether it might be an idea of beings you don't need much in elevation for a walking or biking path is to put them on the under side of the bridge to rule out any possibility of horrendous large vehicle

accident that might spill over in to bike or walking lanes if in actuality you built a bike and walking lanes.

Again, I do feel there is a need for improvements to the bridge. I feel it would be an injustice to put a toll on it, and I think you really need to look at the interchanges on each side to see if you can come up with interchanges that will improve the traffic flow instead of hindering it by having to slow down. Thank you.

Response: The traffic analysis performed for the EA/Draft 4(f) demonstrates that project area roadways and intersections will operate at acceptable Level of Service (LOS) D or better in the design year (2030). The design for the NJ Route 29 Interchange will incorporate a folded diamond interchange with two roundabout intersections at the I-95 ramp termini. This design is preferred by NJDOT and is viewed as the best option from safety and traffic operations perspectives. The proposed improvements at the NJ Route 29 Interchange will eliminate the multiple points of conflict that presently exist and will eliminate the stop-sign control at the southbound I-95 entrance ramp from Route 29. In addition, the proposed improvements will provide adequate acceleration/deceleration lanes in I-95 for the interchange.

Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11,2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements.

The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

Engineering analysis performed for the EA/Draft 4(f) demonstrates the need to replace the existing bridge piers to accommodate the new bridge structure. The new bridge is anticipated to be an eight span multi-girder bridge supported on seven (7) reinforced concrete piers. The existing bridge is supported by nine piers, seven of which are located in the river. Five of the seven proposed bridge piers will be located within the river. One of our goals during the preliminary design phase of the bridge was to reduce the number of piers in the river, thereby reducing the overall impacts to the Delaware River.

Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages

59 and 60 of the EA/Draft 4(f). Suspension of the facility below the roadway deck is not envisioned at this time. The presence of a pedestrian/bicycle facility suspended beneath the bridge is not practical because the bridge support piers create obstructions which the pedestrian/bicycle facility would need to circumnavigate. Additionally, the presence of a pedestrian/bicycle facility suspended beneath the deck would create security and maintenance concerns.

Public Verbal Comments Given Wednesday, January 20, 2010 (W1, W2, W3, etc. refer to Wednesday hearing and comment #)

W1 - STEVE SANTARSIERO: Thank you. Thank you very much. I want to thank Frank McCartney and the Bridge Commission for holding this hearing today and as Frank mentioned, it has been a long time coming. We have had six years and I'm sure many of us in the room have been involved over the course of those six years in a succession of different hearings such as this that we have had, and it's good that we are getting closer to the final goal line, but there are a number of issues that remain outstanding that I believe need to be addressed, so I am here tonight in my capacity as the state representative for the 31st District which is made up of Lower Makefield Township, Yardley Borough, part of Upper Makefield and the two Newtowns because those are the communities that will be most impacted by this project and, ultimately, many of the folks who live in those communities, of course, use this bridge and these roads on a daily basis.

There are two main issues that I would like to address tonight and a third that was raised in the presentation that I will address last, if I may.

The first issue has to do with the proposal to toll this bridge. I have submitted a letter today that the Commission will receive that requests that before any final decision on that issue is made that the Bridge Commission perform a full and complete impact study. The reason I'm calling for that is the following: When the idea to toll a crossing like the Scudder Falls Bridge is undertaken, it has an impact not only on that crossing, but on all the other crossings that are in the nearby area. For example, tolling of this bridge could increase traffic theoretically to the Washington Crossing Bridge, as we all know or most of us know, is a very narrow crossing and not made for that type of traffic, or the Calhoun Street Bridge down between Morrisville and Trenton, a similarly small bridge. Although it is going to be renovated, it's my understanding it's still probably not adequate to take that kind of traffic.

Moreover, diverted traffic from this crossing has an impact in the neighborhoods and the roads leading to those other crossings that has to be taken in to consideration before any final decision is made. There also could be an environmental impact, both in those neighborhoods and in the roads, the collector and arterial roads that lead from this area to those other crossings.

So my first request is that the Commission commit itself to a full impact study before it make any final decision, and that it open the results of that study to public comment so before any decision is made, we have, similar to tonight, a full and complete opportunity for the public to weigh in.

I believe that the next Commission meeting itself in Lambertville will be on the 22nd of February, and I'm requesting that this issue be placed on the agenda at that meeting.

The second issue I would like to raise is the one that deals with the sound barriers, and I would be grateful if someone from the Commission could go back to the computer for a moment and go back to those last few slides that detail the sound barrier configuration as is currently agreed.

Let me start by giving a little bit of history for those of you who may not be as familiar with the discussions that have happened over the year with respect to the sound barriers. Not surprisingly when this project was first proposed, many of the residents in the neighborhoods that are on either side of I-95 in Lower Makefield Township were concerned about the impact of the widening of I-95 and how that would affect their quality of life, in particular with respect to the noise level.

Those of you who live in those neighborhoods now know that the noise level at the present is considerable, and although the widening of the road is not going to immediately result in an increase in volume of traffic, as the Commission has noted over time that will happen, which is why the widening is being done.

So early on, a number of us in the community, and particularly the township, advocated for the sound barriers and after a number of years of discussion, we're grateful that the Bridge Commission finally did agree to implement sound barriers and as was pointed out in the previous discussion, to increase those sound barriers and those white lines that you see, in this case, on the slide nearest the river.

If we could just go back one slide, you'll see that there are a number of what I'm calling gap areas that have yet to be addressed as potential sites for additional sound barriers. About two years ago when I was on the Lower Makefield Board of Supervisors our township requested that the Commission look at providing additional barriers in those so-called gap areas. One of the first gap areas is in this slide. It is on the southbound side or to the north of I-95 right behind the truck stop, and it's between where those two red lines which are proposed barriers, the gap between the two of those. That's one section.

I've walked the neighborhoods that you see just to the north of that right behind that truck stop both in the winter and in the summer, and I can tell you that the noise is considerable there and that's an area where I believe the township agrees needs to be filled in. If you can go back to one other slide, please. This one is going to be a little tough to see because it is not included in -- it's partly covered in this slide and in the other one. But if you start by looking in the upper right-hand corner of this slide, where you see what is an open farm field there is a large area to the north of that is Quarry Road, that is not covered currently or projected to be covered as part of the sound barrier program. Again, on the southbound side or the northbound side of I-95.

If you are looking at it right now, there you see a field you might think, okay. Well, there is not going to be a lot of impact, but you can see on the edge, just on the very top edge of the screen, there is a red line delineating properties in another neighborhood. There is not much room there and, again, considerable noise, and I've walked that neighborhood as well coming from the existing traffic. So, again, when we requested additional barriers two years ago on behalf of the township, we included that area covering that field as well.

The last gap area is right in front of Bridle Estates further down in about the middle of this slide between the white line which delineates the most recently added sound barrier and the red line just south of that. That's the last gap area. And, again, looking at it in an aerial photograph you see that it covers primarily a farmer's field, and you might be inclined initially to think, well,

there shouldn't, therefore, be an impact. The problem is because that's a farmer's field and it's a direct open line to the houses in Bridle Estates behind that, there is nothing to break that noise right now, and that's a significant gap that's going to effect the neighborhood of Bridle Estates so, again, we included that gap area as the other request to be included in the -- in the program for sound barriers.

I want to tonight reiterate the request, both on behalf of Lower Makefield and also on behalf of all the people in this -- in my district, that those gap areas being included in the final project design. My recollection from a couple years back is that the cost of these sound barriers run roughly $1 million a linear mile, and I could be wrong about that. But the point is we're looking at an area that is far smaller than a linear mile, so we are looking at probably something on the order of about 500,000, perhaps less to cover these areas, but the impact and the protection that they will afford to residents in those neighborhoods is considerable. And so we would ask that they be included. Certainly if you are looking at in terms of the cost of the bike path, which I don't necessarily think is a bad idea. That is coming in at 8 million. Certainly this is a marginal extra cost to help improve the quality of life in those neighborhoods.

So I sent a letter today as well on that issue requesting that the issue of the sound barriers be put on the agenda again, for the Commission's February 22nd meeting. These are important issues for the quality of life of the people of the area. Ultimately for this project to work and to work well and to achieve the goals that I believe the Bridge Commission rightly wants to achieve, which is to have a project that will stand up for the next 30 years. These are things that we ought to be doing at a minimal extra cost.

The last issue that I would like to raise is one that was highlighted in the presentation that we saw just a moment ago, and that was a recitation of the fact that the additional roadways will increase – will increase the impervious surface coverage by about I think it was 20 acres, if I'm not mistaken. That's a considerable amount of impervious surface. And while I appreciate that the Commission will be working on storm water management for that increase in impervious surface, I urge them to work closely with Lower Makefield Township and with Yardley Borough, which are likely to be the two most directly impacted municipalities by that increase in impervious surface, in making sure that whatever storm water management solution is ultimately adopted as part of the final design plan be one that truly does address those issues and is cognizant of the fact that we're talking about storm water run off that ultimately goes in the Delaware River, which I don't have to tell any of you in this room, has been a major issue for our area, especially with the last three floods the last four or five years.

So with that, again, I want to thank the Commission for holding this hearing today. I request that these issues be placed on the agenda on February 22nd and I invite the public and I would hope that the public would support those requests and participate in that meeting as well. Thank you.

Response: See "Response to Government Agency/Officials Comments" document, Comment #G8, page 12 and Comment #G9, page 13, for the response to written comments submitted by Representative Santarsiero, by letter of January 20, 2010 regarding tolling and noise abatement.

During the permitting phase of the project, NPDES permits will be obtained from PADEP and NJDEP as applicable. Page 133 of the EA/Draft 4(f) addresses post-construction stormwater management plans. These plans are conceptual at this time but will be fully developed during

the final design and permitting phase. Stormwater Best Management Practices (BMP's) will be incorporated into the project to handle the additional volume of stormwater runoff generated by the project on the PA side consistent with 25 PA Code Chapter 102. The final plan will comply with applicable stormwater regulations and PennDOT and NJDOT guidance and practices.

W2 - ANDY WARREN: Thank you, Mr. Chairman, and I am Andy Warren. I am here tonight to offer testimony from two perspectives. One, professionally as the executive director of the Penjerdel Council and, second, as the husband of a teacher in Hamilton Township who every day uses the Scudder Falls Bridge to commute from home in Shady Brook to -- in Bucks County to teach in Mercer County, New Jersey.

Penjerdel Council is an organization of professional men and women who support education programs in Pennsylvania, New Jersey and Delaware and support projects that will enhance employment opportunities within the tri-state area. The process that we see at Penjerdel one does not have to be a professional engineer to conclude that any bridge 40 plus years of old with a level of service presently of F or below that averages a volume of 60,000 vehicles a day projected to 76,000 with on and off ramps that, at best, can only be described as harrowing is actually a functionally obsolete structure.

Prudent stewardship by the Joint Toll Bridge Commission demands immediate financial investment to ensure that the Scudder Falls Bridge does not very quickly slide from functionally obsolete to structurally deficient.

The Penjerdel Council strongly endorses the total bridge replacement to design year 2030 as outlined in the program and the concepts presented this evening. Similarly, the Penjerdel Council in general and this particular member of one family that would be affected on a daily basis endorse the tolling of the bridge or the idea of a user pay.

In closing, as with most new construction, it is understood that sound walls will be a part of this project. Penjerdel Council believes that there would accrue a great deal of benefit to the community and the Bridge Commission if residents of the effected communities would be involved in the selection and design criteria of sound walls at the beginning of the project.

The Penjerdel Council appreciates the Delaware River Joint Toll Bridge Commission's undertaking of this project which will enhance commuter safety while at the same time become a multi-faceted economic stimulator. Thank you very much, Mr. Chairman.

Response: Comment Noted. As noted in the EA/Draft 4(f), the project meets the project Purpose and Need.

The Delaware River Joint Toll Bridge Commission (DRJTBC) acknowledges and agrees that tolling the Scudder Falls Bridge would have its users share in the cost of the project's significant transportation infrastructure and safety improvements that will provide new capacity to meet future traffic demands.

The DRJTBC will coordinate with the neighborhoods at which noise barriers are proposed during the final design of the barriers. During the final design phase, a detailed optimization of barrier lengths, heights, costs and locations will be conducted in conjunction with the final

design engineering process to insure compatibility and a cost-effective and efficient noise barrier design. We will look to receive community input regarding desires, types, heights and locations as well as aesthetic considerations.

W3 - TOM SOCHA: Thank you, again, for this public hearing. I think it's very helpful for all involved. I would like to echo some of the sentiments as expressed by our representative earlier.

We have heard a lot today about what the project has done over the last six years, and it has been six long years for this project, and I can't help but think as to why only on December 21st we heard of the toll. This is a huge change to this project. I speak to you tonight not only as a resident of Lower Makefield Township, but as also an investor who invests in municipal bonds. My company and myself have -- has invested in numerous bridge and toll road projects. As part of the investment process, we look at the environmental assessment which we are here to talk about tonight. I have never in my investment career come across an environmental assessment on a new toll that has not shown the impact to the local community of that potential toll.

We have heard quite a few meetings that had been held and there has been a 561-page document discussing the environmental assessment. Let me be clear. That is not a complete environmental assessment. It does not take in to account the impact of a toll to the surrounding community.

From an investor's perspective as well, I look at the potential risks of whether or not I'm going to get my money paid back and as a toll, I need to look at whether or not there is going to be an increase or decrease in demand. Every project that I have looked at there has been a decrease in usage from a toll and as of --as a matter of fact, there has also been a new travel pattern as a result of those tolls. Do not discount the impact to our community from a change in traffic patterns as a result of a toll. Every project that I've looked at there has been a change.

So, as a result, before we go further on this project, and as a matter of fact that this project -- that the change to this project only came about on December 21st in the eleventh hour after the environmental assessment has been completed, I strongly urge the Commission and my fellow residents of Bucks County to also urge the Commission to go back, reopen the environmental assessment while everybody is still mobilized, while the data is still fresh, to go back and to look at this. I don't think there are many people here that can doubt the validity of this particular project given the safety matters, as I travel it and my family travels it almost on a daily basis.

The fact is we need to look at the potential impacts to our community and our local roads. If anybody has traveled River Road or either of those bridges -- and it's only two miles to get to the Washington Crossing Bridge, people will divert that traffic and that traffic will either go on Taylorsville Road or on River Road. Those roads cannot handle the increased traffic. Never mind the fact that the Washington Crossing Bridge, which I need to bring my rear view mirror in every time I cross it, can handle that increased traffic as well too.

So, for the record, I would like the Authority or the Commission to reopen the environmental assessment, study the potential impact of a toll. We have gone through just recently the entire presentation and not one mention of the word toll, except for in the name of the Commission. Thank you for your time.

Response: The FHWA has determined that under the DRJTBC (Commission) Compact, Supplemental Agreement and Congressional provisions relating to Congress's approval of the

Compact and Supplemental Agreement, the Commission may toll any newly constructed bridge, including a bridge that replaces an existing free bridge that has been demolished. This determination allows the COMMISSION to toll the new and replaced Scudder Falls Bridge.

The DRJTBC's Commissioners voted unanimously at their December 2009 meeting to establish tolling at the replacement Scudder Fall Bridge. The resolution "authorizes" the agency's executive director to "take all steps necessary to toll the Scudder Falls Replacement Bridge." The Commission felt it was obliged to issue its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and -- most notably --the unlikelihood of securing sufficient project funding assistance (if any at all) from the federal and state governments.

The Scudder Falls Bridge is used by commuters, not just local residents. The Commission believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The Commission funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the COMMISSION did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the Commission currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the Commission will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements.

The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

W4 - BOB PRASONSKI: Mighty fine people here tonight speaking some might fine words. I'm not going to talk as nice as they did, but it's a game for me, as most things are as you get older, become a little more with your encounters with other people.

Instead I want to start with, I don't trust the Delaware River Joint Toll Bridge Commission. I read this doggone compact, this Congressional compact, that Congress gave them to operate under 25 times at least, and I cannot find language in there that can justify the residents of Pennsylvania

and New Jersey buying the original Yardley Bridge, buying the original Scudder Falls Bridge, which is the Yardley Bridge replacement, and then buying the Scudder Falls Bridge again. That's three bridges. Seems to me that we residents of Pennsylvania pay for the people in Harrisburg to cross the Susquehanna River and isn't that what government is. We don't say, hey, that's your bridge. You pay for it. You cross it. You got to pay.

So here we, the residents here in Lower Bucks County, are paying for those bridges. And I'm not complaining about that. That's what government does. People have people. So the Lower Bucks County people pay for all the bridges in Pennsylvania, but now we are being asked to pay for a $310 million bridge and since most of the traffic on that bridge, as I understand, is locals, that means the locals are paying. I mean, that's quite a burden to put on their backs. And what does 310 million mean?

Well, isn't there interest? I mean, when you borrow money from the bank for a mortgage, isn't there interest? So what's the total number? Is it really 310 million? Ten years, fifteen, twenty years down the road, or is it considerably more?

Now, with this business of not trusting the Bridge Commission, why would a person get up here -- the Bridge Commission people are fine folks. Don't get me wrong. Every single one of them that I met so far are gentlemen and good people, and I'm more for having met them, but the Bridge Commission, I just don't understand. It's a corporation. Supposed to be a person, the legal part of it is strange. Give you an example.

The Bridge Commission operates a bridge in Morrisville called the Trenton Makes, World Takes Bridge. Probably all saw it. I'm old enough to have seen that bridge as the only bridge if you traveled from Maine to Florida that you had to cross. According to this paper here, this compact, it kind of says that they got to – the Commission is charged to take care of these bridges and keep them as they are. Free bridge is free and repair them when they need it.

For some reason the Bridge Commission stated that that bridge was weak and they replaced the deck on the bridge and lowered the weight capacities for all the little businessmen that have small shops and small trucks that just weight 10,000 pounds they were now forced on to the toll bridge. So I rode by it many times, and I looked at that concrete on the bridge and I said that's kind of weird. They have a weight limit on the bridge because the bridge is weak. So we did a little research and we discovered that the Trenton Makes, World Takes Bridge is currently holding 1,600,000 pounds of concrete which is equivalent of five lane of cars, two ton cars bumper to bumper. Add 50 tons to that and that's what you got with just the concrete.

So, if the Bridge Commission is obligated for its compact which says the effection of its authorized purposes and will be in all respects -- in all respects for the benefit of the people of the Commonwealth of Pennsylvania and the State of New Jersey and for their-for the increase of their commerce. So that means those families -- Harry that we met earlier. I don't know if Harry's in here or not with his wife, they travel every day across that bridge just like the folks in Harrisburg. Only now Harry and his wife are going to have to pay.

Also -- and the Commission hasn't mentioned this -- in this very same compact it says – and I'll quickly read it to you. And I thought this was interesting. The Commission may pledge such tolls – may establish -- get this -- the Commission may establish separate schedules of tolls, rate and charges for use of any bridge on which tolls may be established hereunder by residents of

areas adjacent to or served directly by such bridge under subject conditions and on such terms that it shall deem to be proper and reasonable.

So the Commission could actually reduce the rate for the people who paid for the bridge three times, and the bridge that we are paying for three times, interstate part of that -- part of this expansion is to handle this extra traffic from 95, and every year there are more cars on the road. But if you do a little bit of research, you will see that they intend 95 to break off at Bristol and go across the turnpike bridge in to New Jersey, which is 95. So this is not -- we're not looking at the 95 bridge ten years from today. We're looking at the 95 bridge today, but we are being asked to pay for this bridge, the 95 heavy traffic bridge, when there may not be any heavy traffic there. It will be going the other way, just the locals.

In any case, I just don't get it to why the people in this area have to pay -- buy a bridge three times. Three times. Thank you very much. Pleasure to seeing you all.

Response: Comments noted. It should also be noted that the FHWA has determined that under the DRJTBC (Commission) Compact, Supplemental Agreement and Congressional provisions relating to Congress's approval of the Compact and Supplemental Agreement, the Commission may toll any newly constructed bridge, including a bridge that replaces an existing free bridge that has been demolished. This determination allows the COMMISSION to toll the new and replaced Scudder Falls Bridge.

The DRJTBC's Commissioners voted unanimously at their December 2009 meeting to establish tolling at the replacement Scudder Fall Bridge. The resolution "authorizes" the agency's executive director to "take all steps necessary to toll the Scudder Falls Replacement Bridge." The Commission felt it was obliged to issue its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and -- most notably --the unlikelihood of securing sufficient project funding assistance (if any at all) from the federal and state governments.

The Scudder Falls Bridge is used by commuters, not just local residents. The Commission believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The Commission funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the COMMISSION did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor.

W5 - SCOTT WUESCHINSKI: I will be quick and sweet. As a local business owner that owns a bicycle shop in Pennsbury School District and a local resident that now lives in this area as well, I think it's critically important for moving forward that the ped-bicycle walkway be included in this project as the proposed option. It's something that will allow people greater access to the canal paths on both sides of the parking. It has the potential to increase revenue for downtown Yardley Borough, who has a competitor's bike shop there. It's good for all of us. It's good for our health in a morbidly obese society. It's good for our bodies. It is good for all of us and it makes sense.

It's a $310 million project. An $18 million bridge. It's less than five percent of the total cost.

Response: Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

W6 - SEYMOUR NEWICKI: Good evening. I came with a prepared speech and now it looks like I revised it 14 times. My name's Seymour Newicki. I live at 1369 Brentwood Road in Lower Makefield. Our property is one of those that backs on to the corn field which the representative was referencing earlier, and the section of the project at this time is not scheduled to have the benefit of sound barriers. It's one of the areas, again, that we feel needs to have sound barriers.

I would like to provide some prospective which I hope will make the case for including barriers for the entire portion of the project, which is adjacent to residential properties.

My concern very simply is that the absence of these barriers along the entire roadway is a misjudgment. I understand the determination of where barriers goes. It was done purely on an objective basis. Well, some of us deal with the subjective factors of life and the noise is just not tolerable.

I strongly believe that the cost of the project, the net cost to the Bridge Commission at this time, including sound barriers for all residential properties is extremely favorable when compared to the projected cost of the project several years ago. It all comes down to a significant change that was made by the federal government in 2009.

When the project first came to life, interest rates were significantly higher, and the federal government had not yet created what are known as build American bonds that generally refer to as BABS. These were created as part of the fiscal stimulus package last year. BABS are taxable municipal bonds that are used to provide federally-subsidized funding to qualified municipal borrowers such as the Bridge Authority. They are used to finance capital projects like the one we are discussing tonight, specifically essential purpose projects such as roads, transportation, infrastructure and bridges. The first BABS came to market in April of last year, and it is -- they are due to run out if they are not issued by next spring by the end of 2011.

In the Scudder Falls Bridge expansion project, we have the potential for a win-win for the Bridge Authority, the bond buyers and for the residents of the properties who would be protected if we had more noise barriers. There is absolutely no financial excuse not to build those noise barriers. Additional costs should not come ahead of the quality of life of local residents, all of whom pay local taxes and who will be regular users of the bridge. Thank you.

Response: The Commission is providing more noise abatement for this project than is required under guidance and standards of the Federal Highway Administration, the Pennsylvania Department of Transportation, and the New Jersey Department of Transportation. The Commission has committed to spending an additional $4.5 million in noise walls more than is required under the FHWA/PennDOT/NJDOT criteria.

Due to the distance from the roadway, the future sound levels would not impact residences in Noise Study Area 5 (NSA 5), which is the west side of I-95 between Quarry Road and Dollington Road. Therefore, sound walls are not warranted in accordance with PennDOT noise criteria. As for the gaps for NSA 4 (west side of I-95 – Bridle Estate/Devonshire neighborhoods) and NSA 6 (east side of I-95 – Makefield Chase neighborhood), the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and reasonability cost criteria according to PennDOT criteria. Similarly for NSA 7 (west side of I-95 behind the rest stop, the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and reasonability cost criteria according to PennDOT criteria.

W7 - REGINA LITMAN: Yes. I'm Regina Litman. I'm from Abington Township, Huntingdon Valley, Pennsylvania, and I work in Ewing Township in New Jersey. The Scudder Falls Bridge is the Delaware River Crossing over which I ride the second most often in my regular commute between my home in Abington Township, Pennsylvania and my job in Ewing Township, New Jersey.

The bridge over which I ride the most often is the one that carriers SEPTA's West Trenton line over the Delaware River. And my purpose in speaking before you tonight is to encourage the Delaware River Joint Toll Bridge Commission to work together with SEPTA and to a lesser extent, New Jersey Transit to provide viable public transportation options to avoid both the effected portion of 95 -- I-95 during bridge reconstruction and the other nearby Delaware River Joint Toll Bridge Commission Bridges during the construction periods.

Among these options are, one, more frequent service, particularly in the reversed commute direction during peek hours on both the West Trenton and Trenton lines. SEPTA expects to receive new rail cars later this year, and this would be an excellent place for them to use their increased capacity. Number two, a return of the two New Jersey SEPTA stations to the fair zone five, at least temporarily, during the reconstruction period. Number three, people who board SEPTA trains at West Trenton and many who board at Trenton do not have the opportunity to buy tickets to their destination at these stations.

I suggest that during this reconstruction period, SEPTA charge anyone boarding at these stations the same fair they would be charged, if free ticketed. Number four, better waiting facilities at West Trenton including more outdoor benches and, number five, while New Jersey Transit does not have any current revenue services that cross the Delaware River in the Mercer County area, bus service between the two SEPTA stations and other points in the county should be enhanced. One example would be to extend the 608 bus to at least to West Trenton Station in both directions in both rush hours and perhaps at other times of the day and week. Currently it only runs from Trenton in the a.m. rush to Trenton -- and to Trenton in the p.m. rush.

Response: The project does not incorporate any features that will accommodate SEPTA rail transit services. The project does, however, accommodate a future Bus Rapid Transit (BRT) lane that would benefit any future SEPTA BRT service. The DRJTBC coordinated with SEPTA and New Jersey Transit during the planning for this project. The suggestions for enhanced transit service will be shared with SEPTA and New Jersey Transit, since these are the agencies with control over transit service in the region.

W8 - MICHELE JAMES: Hi. I'm Michele James, and I live off of Taylorsville and Mapleville Drive and my concerns -- I have two concerns basically.

My concerns are for traffic. Right now traffic is absolutely horrendous coming from Taylorsville I believe it's west to get on to the 95 Scudder Falls entrance. I literally have people come in to my neighborhood, make a U-turn, beep cars at and kids at the bus stop in order to get on to Scudder Falls Bridge the short way instead of waiting for the traffic to go all around.

So that's my one concern is the traffic now and the traffic during construction when you go to widen -- do all that what is going to happen with the traffic then? Are they going to be continuing to U-turn in my development and beep at my kids at the bus stop? I mean, we have had traffic jams in our neighborhood just to get out from rush hour traffic.

And my other concern is the environmental impact on the flood zone. We are at Taylorsville when we have along the entrance to Scudder Falls Bridge, the on ramp right. Now, there is a creek that runs through the whole -- along the whole entire ramp, and it goes to the canal which feeds in to the canal which then feeds in to the river. When we have terrible rainstorms, the water from the neighborhoods up top, hill top, runs down and it overflows in to our neighborhood.

My concern is when you do the on ramp what is going to happen to that canal and all this water run off? I have heard the canal doesn't want it. The river doesn't want it. I don't want it. I had heard retainer basins. Where are those retainer basins going to be as far as the on ramp? I see the property behind my house being open space possibly being taken up.

So when your final drawings – there was also one other thing was there was the sound barriers. I notice that on the on ramp there was no sound barriers that had stopped right from Scudder Falls to the whole entire on ramp. It's called limited disturbance. I'm sorry. I don't know exactly what that means. What I saw was there was no sound barrier at all. There is woods there which means it just travels across the woods.

So my, I guess request, is you look in to the sound barriers on the on ramp and you look in to the traffic concerns during construction and before. Thank you.

Response: The traffic analysis of design year (2030) conditions demonstrates that traffic flow will improve over existing conditions, which should discourage motorists from using shortcuts to avoid existing delays on I-95. During construction, a minimum of two travel lanes will be open to traffic during peak periods, so further diversion away from I-95 beyond that which may occur today, is not anticipated.

During the permitting phase of the project, NPDES permits will be obtained from PADEP and NJDEP as applicable. Page 133 of the EA/Draft 4(f) addresses post-construction stormwater management plans. These plans are conceptual at this time but will be fully developed during the final design and permitting phase. Stormwater Best Management Practices (BMP's) will be incorporated into the project to handle the additional volume of stormwater runoff generated by the project on the PA side consistent with 25 PA Code Chapter 102. The final plan will comply with applicable stormwater regulations and PennDOT and NJDOT guidance and practices.

Extending the sound barrier along the entrance ramp fromTaylorsville Road to I-95 northbound was not warranted and did not meet the noise level criteria established for the project. The limit of disturbance line that is shown on the plans and that is referred to in your comment delineates the extent of final grading along the roadway and where the new grading will meet the existing grade.

W9 - MARK CHEREPKO: Good evening. I would like to talk specifically about the implementation of a toll on Scudder Falls Bridge, but I would like everybody to take a look at the project purpose that was handed out tonight. And in the project purpose for all these planned improvements is to alleviate the recurring current and future traffic congestion, upgrade safety and traffic operational conditions on the I-95 Scudder Falls Bridge and the adjoining highway segments in PA and New Jersey.

My question is: How does a toll really assist in this project purpose? Whenever I come up to a toll what I see is slowing down of traffic. I also see acceleration of traffic. I see back ups and that is also on the tolls on 95 going south which they consider the toll to be their turnpike. There is also breakdowns that occur. So when you are really taking a look at the project purpose, how does the toll assist in meeting this project purpose?

The second aspect of the tolls and this bridge improvement project is the impact on the interchange and the local roads. Living in the neighborhood with 95 and Scudder Falls Bridge right behind my house, the impact on the last exit before the toll, I want to restate that whenever you go over a bridge, and there's a toll you see signs last exit before a toll, and it's fairly large and it let's people know that you are going to be charged, and it tends to be alternative routes at that time go through people's minds.

What I would really like to see at the next meeting would be the impact and more information on the interchanges, especially with a light system placed right next to a residential neighborhood on that last exit before a toll, especially with children and backing up, especially in the Mapleville section in Bucks County. Thank you for your time.

Response: Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements. The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

Proper signing will be implemented along I-95 and at the interchanges in accordance with PennDOT and NJDOT design policy guidelines and requirements.

The lighting for the interchanges will be designed to minimize lighting and glare impacts to the adjacent neighborhoods.

W10 - CHRIS DONAHEY: Good evening. My name is Chris Donahey. I'm a resident of Lower Makefield Township, and I am a frequent user of the Scudder Falls Bridge. I take the bridge twice a day in my daily commute to my job in New Jersey and I would like to provide some comments.

The bridge was originally constructed in 1959 as additional route across the Delaware River. It was actually a year later that the decision was made to locate I-95 and use the Scudder Falls Bridge, so over the last 50 years the existing bridge has -- has been really providing a service that was never really designed for. I see that every day in my commute.

The difficulties, there is only two lanes each direction which does not provide enough capacity for all the volume, the difficult mergers to get on and off the bridge, and I see a lot of hazards, a lot of near misses. Also, because there are no shoulders on the bridge, when there is a breakdown, there is no room for vehicles to get out of the way, and that's an additional hazard.

Finally, if there is an incident, oftentimes the whole bridge has to get shut down while the emergency response crews come and clean up and open the lanes again. And that's, of course, an impact to all of us as all that traffic is forced to find other routes across the river. And that happened to our family just a couple days before -- before Christmas when we were looking to do a little shopping, and that no doubt will happen again in the future.

Now, the dollar amount that's been kicked around is that the bridge will cost about $310 million to construct. I think it's a good investment, but it will take some money and the Commission has announced that they will likely toll the bridge. In my opinion, tolling is essentially user fee providing it's reasonable. It's sound policy. I certainly wouldn't expect to hop on a train and ride down to Philly or up to New York for free. So, if an agency is going to invest this kind of money to improve transportation, I certainly don't have a problem paying my fair share.

I think that's my comments. Thank you very much for listening.

Response: Your support of this very important project is certainly appreciated, including the need to toll this facility in order to finance the project. We look forward to your continued support and positive comments regarding the project.

W11 - MARIO LAURENTI: Good evening. I'm Mario Laurenti. I live in Trenton, New Jersey, and I first learned of the Scudder Falls Bridge in 2003 when I commuted from Trenton to the Solebury School. And that's where I learned of this chronic congestion.

Now, I understand and I completely agree with peoples' concerns about the extra traffic that's going to be generated and also potential quality of life deteriorating. I completely understand that.

Now, in terms of financing the bridge, I've taken this bridge for four years, luckily it was in the opposite direction of traffic, but none the less, though, in order to finance the bridge, we who take

the bridge should not subject those who take the other toll bridges such as I-78, the Delaware Water Gap Toll Bridge, we should not subject those drivers who took those bridges to pay higher tolls so we can cross this bridge which is for free. I understand for some people saying that, you know, it will hurt business and also force people to take alternate routes. Well, alternate routes, you know, for cars, that's true. But for trucks, trucks will always have to take, you know, the interstates. It is a known fact.

Now, as for a toll, I think that people who take this bridge, should definitely take a toll to finance the bridge because it is not going to be for free. All this costs money and what better way to finance this besides diving in to the Joint Toll Bridge Commission cash funds is to add a toll to this. Thank you.

Response: Your support of this very important project is certainly appreciated, including the need to toll this facility in order to finance the project. We look forward to your continued support and positive comments regarding the project.

W12 - JOHN BOYLE: Good evening. My name is John Boyle. I'm a resident of Edgewater Park, New Jersey, but full disclosure, I am the advocacy director for the Bicycle Coalition of Greater Philadelphia, but the comments I present here tonight are my own and not the Bicycle Coalition.

I support the inclusion of the bicycle and pedestrian path on the Scudder Falls Bridge. However, I felt that the environmental assessment focused too much on the negative impacts of the path. The cost, the impacts on the canals and the shadings and the river. They are all legitimate concerns, but the environmental assessment does not list many positive impacts of the path.

First of all, it's a connection of the two major recreational facilities. Delaware and Raritan Canal on the New Jersey side and the Pennsylvania Canal on the Pennsylvania side. The nominal but measurable reduction of local trips, and the fact that the bridge path itself will become a destination on a facility that motorists normally spend less than two minutes to cross. Local residents and tourists alike will be able to walk and bicycle more often.

Finally, the surgeon general has recommended that Americans spend at least 30 minutes of physical activity daily to reduce the risk of heart disease, obesity and diabetes. Thank you.

Response: Throughout the planning and environmental studies of the I-95/Scudder Falls Bridge Improvement Project, the Delaware River Joint Toll Bridge Commission (DRJTBC) has considered the potential benefits and adverse effects of the project both with and without the pedestrian/bicycle facility. These effects are documented in Chapter IV of the EA/Draft 4(f). Guidance of the Federal Highway Administration has been followed in the studies of the pedestrian/bicycle facility.

Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f), and suspension of the facility below the roadway deck is not envisioned at this time.

W13 - NANCY PESTI: My name is Nancy Pesti. I'm a resident of Lower Makefield Township. Our property backs to the field that goes along southbound 95 between Quarry Roads and Dollington Roads. My concern tonight is with noise abatement.

I understand that our property does not qualify for noise abatement. However, the Commission has listened to residents' concerns for a number of years now, and they have extended sound barriers in response to those concerns, and I'm here tonight just to ask, again, to please consider extending the sound barriers to cover not only my property or my neighbors, our neighborhoods, but also all the residents that back along 95 to please conserve the quality of life and our property values. Thank you.

Response: Comment Noted. See response to comment W6, page 18.

W14 - PAUL KLEBA: Hello, everyone. I'm a resident of Lower Makefield Township and the more I listen to this, the more I hear people speak about this, it reminds me a lot of townships that have the issue of putting in parking meters because we have all heard examples of how parking meters will save money for a township and make people have to pay to be there.

But how many of you can remember a time when you might have spent more time shopping somewhere, you might have actually gone somewhere, but you didn't have the change on you and you weren't going to go in to a place and ask for change, so you just kind of by-passed it and didn't go? This is how I feel about the concept of the toll on this bridge.

Because I live about two miles from this bridge. I live in Lower Makefield, and I probably cross the bridge maybe twice a day every day on an average week. It would be very easy for me to justify. And I know it's only 75 cents. It is not a real big deal. But part of me in principle says, you know, I don't want to just go over there and pick up this particular grocery or get gas or go to this restaurant because I don't want to pay an amount to come back. And I wouldn't want to be an owner of a business in Ewing Township. I wouldn't want to be an owner of a business in Yardley Borough. I would not want to live on River Road. I would not want to live on Taylorsville Road because I agree.

I think people will go around this not much, but five percent, ten percent more traffic on your road all the time to avoid, like the gentleman had said, you see that sign that says last exit before toll. I can't tell you how many times I see that last exit before toll in other states, and I'll think, I don't know how much this toll is, especially when I'm lost. I'll be in New York City or something, and I'll see last exit before toll, and I don't know what bridge I'm crossing over, I'll get off of it because I at least want to find out where I am before I pay $6 to go to the wrong place.

So I think it's -- I am totally against the toll. I think it should be reconsidered. I think they need to think over how much money needs to be collected and, finally, it bothers me because it is, quote, unquote, an interstate highway. And I wish someone would explain to me why, if we are paying for an interstate highway with our taxes, why we need to pay also with a toll. Thank you.

Response: Comment Noted. See response to comment #W9, page 21.

W15 - FRED STINE: Thank you. It's Fred Stine. I'm with the Delaware River Keeper Network out of Bristol. I just have a few comments.

In the -- in the EA there are a couple places where it talks about wetlands mitigation. There is going to be about a little less than an acre, .88 acres of wetlands are going to be disturbed, as well as floodplain loss through the construction project and both they say will be mitigated. There will be mitigation for that. Knowing a little bit about how the mitigation process works, it is very important that it be mitigated on site versus two miles away or three miles away, and the next watershed. The flooding in this area is well-known to people. You don't want to destroy even small pocket wetlands or small amounts of wetlands like the .8 acres and then mitigate it or put the money in to a mitigation bank that may then turn around and mitigate it 50 miles away. So that -- my first point is the mitigation for both the floodplain loss and the wetlands should be right there on site.

The other loss that I read in the EA was a .3 acres, third of an acre, in the river bottom when the new pillars for the bridge are installed. Again, it talks about mitigation, but it doesn't say where that mitigation will occur, and I think it's important that that mitigation be done right on site or, you know, in the proximity of the bridge.

The other part of the EA I read focused on storm water management on Page 129. I was pleased to see where it said that the storm water flow coming off of the bridge, which is always a big problem taking road salts and sediment, oil, antifreeze, et cetera and dumping it right down in to the river. Bridges are a big source of pollutants in our waterways, but I was pleased to see where it said two-thirds of the lanes will be channeled in to a piping system and then taken off to a wetland or storm water collection system off the -- off the bridge and you probably heard me go, yes, in the other room. But then I read in the next paragraph, it said, that all could change in the final design.

So I urge the designers of this that storm water management is very important as we have heard a couple of times tonight, and that collecting that contaminated run off from the road surface, it's important to take, too, on a storm water collection system where it can be naturally treated through swales and infiltration, and that sort of thing, rather than just dumped in to the river where it becomes a cumulative problem downstream.

On Page 133 it talks about, again, storm water management, that the storm water management will be designed and will attempt to adhere to the greatest extent possible to a PennDOT strike off letter number 4320707. I'm not sure what that means, but it gives the impression in reading the EA -- and I'll read it closer and provide additional comments, that that's a higher level of storm water management, that meets higher levels of standards. But then it says if there are threatened and endangered species in the area, then it will adhere to those -- to that strike letter, and I read in the EA that there are threatened and endangered species in this – in the area of the bridge, both aquatic and terrestrial. I urge the designers to make sure that they do everything to meet that higher level of storm water management.

There was one other thing. No. I think that was it. Again, I would like to support the pedestrian and the bike bridge crossing in that area. I'm also a scout leader and take scouts on long bike rides. We have done the canal paths, and I think that that's a great access. This would not be a duplicate crossing, you know, next to another crossing. It's miles across from the Trenton area or the Washington Crossing area, and I think it would provide a great service to, you know, not just the local residents, but as someone else had said, it provides a destination, and it provides a doable bike ride, and they will explore the area a little bit more. Thank you very much.

Response: Comments noted. Details of proposed wetland, floodplain, stormwater, and river habitat mitigation will be developed in the final design phase in conjunction with the state and federal resource and regulatory agencies. All of the required environmental permits and approvals will be obtained for the project including, but not limited to, the following: Joint Individual ACOE (Section 404) Permit and PADEP Waterway Encroachment (Section 105) Permit; PADEP Section 401 Water Quality Certification; NJDEP Freshwater Wetlands Individual Permit; NJDEP Section 401Water Quality Certification; NJDEP Flood Hazard Area Permit; NPDES Approval from PA and NJ; Delaware River Basin Commission Project Review; Bucks County SCS; NJDEP Green Acres Program.

Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

W16 - RONALD SMITH: Thank you. I wasn't prepared to speak tonight, but I did mark a few words down. I'm a township supervisor for Lower Makefield, and I appreciate the opportunity to speak tonight before you.

I'm just going to echo a few of the thoughts of some of the prior speakers. One of my concerns, though, which has not yet been mentioned, unfortunately, is communication or maybe I should say lack of communication. We were not really fully aware as a township of this meeting until I guess about two weeks ago when one of our assistant traffic commission members brought it to our attention. Unfortunately or ironically, this meeting which we are having tonight is outside one of the two effected areas or most effected areas, one of them being, obviously, Lower Makefield. So even though it's not a great distance, we still had to travel out of town to have a meeting which really affects our township.

We also had to cancel our Board of Supervisors meeting tonight so that I and other supervisors, some of which have already been here -- Matt Maloney was here. He, unfortunately, had to leave a little early. And other people who would have liked to have been here tonight would have had an opportunity to testify.

So what I would ask of you, if you can, in any future meetings please -- please just communicate with us. Communicate with our township meeting -- excuse me -- township manager. Let us know so that we can both liaison on this and we can make sure that we are cooperating and that we are fully aware only as a Board, but as a township so our residents are fully aware of what is going on and fully aware of all the aspects and developments. I would beg you to do that.

I would also -- once again, I know I did this in the past, and I will do it again, I'm not sure if a videotape of this meeting is being made tonight. Obviously, I see the court stenographer here. If you could put together an audio version with this video version, we would love to run it on our township station or cable station so not only the people here tonight are, obviously, seeing it, but for everybody who is here. There is hundreds and hundreds of people who are affected who are not going to have the opportunity to see what's happening here firsthand.

So if you can in the future and including this meeting in some aspect, if you can make it available to us, we will broadcast it live on our TV station, and we would ask you to do that, if you can.

Couple other points here. Obviously, I echo the thoughts of many of the people, the bicycle and pedestrian walkway. That's a great thing for both areas here. It should be a no brainer. Even though some of the people have already spoken, most eloquently, our

State Representative Steve Santarsiero, Mr. Newicki, Miss Pesti about noise abatement. I have to tell you, I think they understated the case. And I say that respectfully to you. I think they understated the case here.

Our township, Lower Makefield, is a wonderful place to live. It's always a unique area. I will tell you respectfully that we are under daily assault by noise pollution, daily assault. Whether it's trains, planes and automobiles and no pun intended with that. The fact of the matter is we are under assault every day with that. And when I hear the words most of the areas are covered, I have to step back and say that's a tough thing for some of these residents and us as a township to swallow. So I would ask you for a few dollars more close those gaps, close those gaps on behalf of all the people who are affected so this can be a win-win proposition for everybody. Thank you.

Response: No videotaping or recording of the public hearing was done so the Commission will not be able to provide the Township with a video recording of the public hearing. Only transcripts of the hearing are available that were taken by a stenographer. Increased efforts will be made to notify local officials of any future public hearings.

If the Commission were to be guided solely by the established criteria for noise abatement placements in the Scudder Falls project area, the Commission's total noise barrier installation costs would have been $3 million. The Commission decided to exceed what is required under these established design standards. We are committed to installing an additional $4.5 million worth of noise walls – a total cost of $7.5 million, or 150 percent, more than is required under FHWA/PennDOT/NJDOT criteria for noise levels, feasibility and cost reasonability.
The designated locations for these noise walls were not chosen arbitrarily. They were selected based on using an FHWA model which was calibrated using our relaxed threshold for designating noise wall locations. This approach provided a defensible rationale for where public funds could be expended to install additional noise walls. Likewise, this modeling identified areas where further public expenditures for the erection of additional noise walls could not be supported.

W17 - MIKE KRUIMER: Mike Kruimer, Edison, New Jersey. I'm the Chairman of the New Jersey Committee East Coast Greenway Alliance. We're connecting the trails from Maine to Florida. If it sounds like a nice bike ride to you, it was. My wife back here in the wheelchair and myself did it five years ago.

So I travel by bicycle. And my travel by bicycle our main obstacle has always been bridges, crossing bridges, and I think it would be a travesty if you would not put a bike-ped access on to this bridge. It needs to be done. It's going to connect two beautiful trails, and we have been on both of them. It would make a nice loop for people to travel and to use. It would make a nice connection for people in Pennsylvania, for people in New Jersey, and it would also help with your build out, your expected built out of the traffic on this bridge. People can cross and get to work

and commute on this bridge. Bike-ped access is, as far as I'm concerned, mandatory on all bridges as they get built. Please include bike-ped access on to the bridge. Thank you.

Response: Comment Noted. See response to comment #W12, page 23.

W18 - MIKE OLSZEWSKI: I'm Mike Olszewski. I'm a resident of Levittown, Pennsylvania. And I'm in a number of bicycle organizations, and I'm an active bicyclist. I bike Philadelphia and East Coast Greenway and I belong to the Rest Trails Conservancy and Lead America Bicycle.

So, as a member of all those organizations and active bicyclist, I've become very aware in the last three years of the increasing use of bicycles and pedestrian facilities like all over the country, not just in this area. And everything I'm reading leads me to believe that it's very very short sighted to not include a bike pedestrian path on this bridge because all of the activity related to that bike path is only projected to increase in the coming years and this bridge -- you know, bridges, as you know, the Ben Franklin and Burlington Bristol Bridge have been there for 78 years, and they are going to be there for a lot longer.

It's the same with this bridge. It is going to be here for years and 50 years from now is pretty likely that automobile use will be even more and more expensive and for many reasons people may -- will choose alternative ways of transportation for many reasons, not just for practical reasons like to commute to work. Just recreational reasons and fitness health reasons. And this bridge in particular will be used quite a bit because, as someone else has pointed out, on the Pennsylvania side of the bridge we have the Delaware Canal Path along the bridge, which is part of the National Park System and very close to Washington Crossing National Park and further up the river we have New Hope and beyond. On the Jersey side we have D and R Canal Path and further up we have Lambertville and Washington Crossing, New Jersey Park. All these recreational facilities that are being used by bicyclists and pedestrians, hikers and all this tourist-type recreational activity is continually growing.

I follow the news and the new releases that come out about this type of thing like bike paths. All the local municipalities little by little are adding more bike paths built next to the roads or through their areas. Lower Makefield and Newtown Township and D and R Canal Path over on the Jersey Side. We have Hopewell Township and Morris Township. Little by little, you know, implementing bike paths and trails in to their township system for people to use just for like short errand running, recreational use, health use, practical use to get back and forth to work if they live within bicycle commuting distance. Like little by little these pieces are all coming together to form a network of like bicycle transit system, and even people who aren't particularly fit who might think riding ten miles is a daunting task, within the last year or two, electrically assisted bicycles have come on board, and these are being sold more and more.

Even the electrically-assisted bike. Like I say, a person who didn't feel they were completely up to riding ten miles, electrically-assisted rechargeable battery type bike that has a rechargeable battery to assist you in operating your bicycle when you felt it was really too much to do it yourself so to get up the hill or you get a little tired after a certain distance, you need some help you get electrical system, you could power to complete your ride. People will be using these more and more. They have a major employment area in Trenton, New Jersey, the state capital and Lower Makefield and surrounding areas, more and more like growth and like employment and job placement and people who will be living close to those places choose to ride back and forth with a bike.

Myself, i just retired from the Postal Service, but the last few years I did work, I did commute back and forth by bike and, you know, for many reasons, economic and like many people starting to feel like I was a victim of extortion by the gasoline companies. Every time I filled my gas tank it was another dollar or two more than it was previously and just as a backlash kind of thing, I decided to start to, you know, as a statement of showing that, you know, there are no terms away that I'm not total prisoner to my wheels.

I think this whole type of philosophy, the green thinking, environmentalism and more awareness of getting proper exercise and the growth of this region give the tourist opportunities with the parks and the tow paths, all those type activities are all going to increase. It's just all more and more reason includes bikes and pedestrian path on this bridge. Like I said, this thing is going to be here for many many years. Like I said, it would be very short sighted not to include it because I think years down the road I think you will definitely regret it. That's all I have to say.

Response: Comment Noted. See response to comment #W12, page 23.

W19 - ANDREW BESOLD: Yes. Good evening. Thank you for the opportunity to speak before you today. My name's Andrew J. Besold. I'm from North Brunswick, New Jersey. I came all the way down here today about 30 miles away because mainly to speak about the bicycle-pedestrian access to this bridge. I came such a far distance away because this is actually not just a regional or a local concern, but this is actually a state-wide concern. Cyclists are given very few choices of crossing the Delaware Bridge between Pennsylvania and New Jersey and currently the bridges, you all know, you cannot ride a bicycle over it. You can barely drive over it, but we definitely need to include the bicycle-pedestrian access on this bridge in the new construction.

My understanding that it's very --the cost of including bicycle-pedestrian access is very very small, only four percent in total construction cost, which falls well within the federal guidelines of providing bicycle-pedestrian access, and I find it quite incomprehensible that the Commission is hesitant on including it in the final designs. And so I would like to, again, encourage the Commission to definitely include that in the final design.

Also, quickly about the actual lay out of the -- of the proposed bike way as its current alternative. I do think that you -- the current design only thinks that people ride bikes on trails and only provides access directly to the Delaware Canal Tow Path on the New Jersey side and the Delaware Tow Path on the Pennsylvania side forgetting that most people, you know, cyclists have the right to ride on most surface streets.

The final design I think if the final bicycle-pedestrian pathway design final -- followed the perimeter of the roadway on the north side of the bridge, I guess, that's the upstream side, so I forget the name of the roads on the New Jersey side and then the same one on the Pennsylvania side. I think that would be the most optimal design and not currently as it is designed. People could still very easily access the two canal paths. But if you are riding a road bike which is small tires, you would not have to get on to a dirt path first, then get on to the bridge crossing. And I also believe that type of design was followed, particularly on the New Jersey side, it might alleviate some of the concerns that the Delaware Canal Commission had. I understand that they have some concerns about the current proposal that would impact the canal path. I think if you kept it on the perimeter of the – outer perimeter of the roadway and bringing it right down -- I

think that's called River Road on the New Jersey side – it would alleviate their concerns. That's all I would say in that.

Finally, real quickly, I found the location of this and last night's meeting to be only convenient if you own a car. Luckily, I have access to one. Not everybody does. But everybody has concerns about this. I know one person from New Jersey does not own a car, but he's a cyclist and he could not make it here tonight because it was not accessible to him, and I would implore you, any other meetings make it easily accessible by car, but please try and make it close to public transportation so all people can attend these open houses and meetings. Thank you.

Response: Comment Noted. See response to comment #W12, page 23.

Private Verbal Comments Given Tuesday, January 19, 2010 (TP1, TP2, TP3, etc. refer to Tuesday hearing and private comment #)

TP1-DAVID W. THOMPSON. One comment is generic. Whenever you are doing anything, notify me at the Township , because from our perspective on the New Jersey side there is no town impacted more than Ewing.

95 goes through. All plans for roundabouts affect our traffic. It is Ewing that is impacted by this project. We ask that we be notified.

Two years ago I asked the question directly at the hearing was it contemplated that tolls would be added to this bridge? The answer was, no.

Out of the blue we're blindsided to learn that tolls are going to be put in place. That's what I mean by communicating with the Township. Had I known that I could prepare our elected officials before we read it in the paper. There's nothing an elected official likes less than being caught with their pants down. That's my generic comment.

Specifically, the latest proposal, the way it is designed, my read is the exit,interchange, third exit from the bridge now, whatever that is, it would be the last exit before the bridge under the new bridge. Bear Tavern Road is our road. Whatever the exit is. Bear Tavern Road has got a 1950 layout. If you jam all of that traffic onto Bear Tavern Road without improving it, I can't see it. That's a local concern that we have, about the Bear Tavern Road exit.

Secondly, is the roundabouts. We agree the current configuration looking left, right, these roads are crossing and dangerous. That's a good thing they will be changed. I'm not certain that the roundabouts is the answer. I specified that previously. We still would like an opportunity to provide more input how we think things might be improved at what is today the last exit before the bridge and second to last exit before the bridge, in particular the last exit before the bridge at 29 getting onto 95 and off of 95 and how that works.

Response: An increased effort will be made to notify local officials of any future public hearings and/or project decisions that impact the adjacent communities.

The Bear Tavern Road Interchange is the northern limit of the project. The last exit before the toll will be the Route 29 Interchange, not the Bear Tavern Road Interchange. No additional improvements are required at the Bear Tavern Road Interchange as part of this project.

Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements. The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

The proposed configuration of the NJ Route 29 interchange was thoroughly analyzed and is expected to operate at acceptable levels of service for both the morning and evening peak hour traffic periods. Acceptable level of service is defined as LOS D or better.

TP2-ALAN FRANKLIN. In terms of testimony, I am a Yardley resident for almost 40 years. And I am very familiar with the Ewingville Bridge or the Yardley Bridge, a bridge between the Calhoun Street Bridge and the Scutter Falls. The bridge is at the foot of Afton Road in the center town of Yardley.

And the purpose of that bridge, which was built in 1715, was to connect Ewing, then Trenton, with Yardley.

It was a horse bridge and a covered bridge. Very similar to the one in Madison County. It was beautiful. In 1955 the bridge washed out.

When the bridge washed out that was the genesis for the Scutter Falls Bridge built in 1969.

If you were going to alleviate traffic congestion for the people that live south of Yardley Borough that have to go through Yardley Borough to get onto the Scutter Falls Road to get onto 95 north, you would have thought that a local bridge would alleviate a lot of the traffic that still goes through Yardley, but now to wait to get up on an up ramp to get on the Pennsylvania side to go over to New Jersey.

This expansion is an excellent idea, but for some reason did not include resurrecting the old bridge, as a theater bridge to help people quickly get onto 29 on the New Jersey side.

Response: Rebuilding the former Yardley Bridge is not an alternative that would meet the project purpose and need. Constructing a new bridge at the former Yardley crossing as an alternate to replacing the Scudder Falls Bridge would be costly and would not address the traffic needs of the project. Including a second bridge to connect PA and Route 29 in NJ would do very little to alleviate current and projected traffic congestion along I-95 and would

not address the need to upgrade existing safety and traffic operational conditions on the I-95/Scudder Falls Bridge and adjoining segments of I-95. This segment of I-95 and the Scudder Falls Bridge is used for regional travel and serves as a truck route for interstate commerce. A second local bridge, off of the I-95 roadway network will not address the regional traffic needs. The environmental impacts are much more extensive with an additional bridge including greater hydraulic/hydrologic impacts to the Delaware River, greater impacts to the area T&E Species, additional fill and flooding impacts to the river and greater wetlands impacts. In addition, the Section 106 and Section 4(f) impacts would likely be greater with an additional structure due to the historic canals located parallel to both sides of the river.

TP3-DAVID BURCHELL. Concerning the construction of the bridge, I'm concerned about the toll generating aspect. I'm in particular interested in why we shouldn't privatize the
Delaware River Joint Toll Bridge Commission rather than make it a continuing political situation for the two states.

That's my main concern, about the tolls.

Response: Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements. The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

TP4-JOHN MORRISON. My concern is the toll. Number one, because of the current congestion, a toll would add to the congestion or the same as it is now. It is only going to slow down traffic.

I heard everyone is required to have Easy Pass, or if they didn't they would get a bill in the mail.

My third comment was that I thought why isn't the stimulus money promised to states by the government used to pay for this, because it is an interstate instead of taxpayers paying for it? Stimulus money was supposed to be for projects just like this.

Response: Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11,

2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements. The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

Federal funding such as stimulus moneys are not committed for this project. The Commission applied for federal TIGER grant and TIFIA Loan funds for the project and the applications for such funding were not approved.

TP5-PAUL SCHORR. I believe the report fails to assess the alternatives such as light rail, BRT. And on the negative side doesn't fully consider the impact of sprawl.

Presently the document gives just a build alternative of your average AADT, however, for the no build alternative, it is 76,500.

There is no document either listed in the references or in volume one which adequately explains from where the additional travel assignments are made, whether due to additional residential development, whether they are diversions from other streets and roads, whether they are within or outside the planning area.

It is my understanding that the Delaware River Regional Planning Commission prepared a report called travel projection report for 1-95 Scutter Falls project.

This document was delivered to the consultant, however, it is not listed in the references . It would be appreciated if, in fact, the consultant could provide that document and indicate how they used it for assessing the environmental impacts of the alternatives that I just described.

In other words, if, in fact, residential development is planned for certain areas that could be served by light rail or served by bus rapid transit, whether or not that was a considered alternative.

I believe that the cost of the alternatives is ipso facto less.

Response: All reasonable alternatives that would meet the project purpose and need were addressed in the EA/Draft 4(f). As shown in Table IV-1, page 89 of the EA/Draft 4(f), daily traffic forecasts for the Build alternative compared to the No-Build alternative would be approximately 10% higher. This would not be new traffic but traffic redistributed from other roadways/bridges within the regional network because I-95 becomes a more attractive route.

A Light Rail alternative does not address the upgrades that are necessary to the I-95 roadway corridor to meet current highway design and safety standards. These upgrades include adequate shoulders on the bridge and I-95 roadway to enhance safety, adequate acceleration/deceleration lanes at the adjoining interchanges and improvements to the interchange configurations to improve safety. In addition, the light rail system would have to be constructed to service this portion of the I-95 corridor, connecting destinations in both Pennsylvania and New Jersey. The operational and ROW requirements for such a system would be costly and would likely exceed the costs of a new Scudder Falls Bridge Accommodation for future Bus Rapid Transit lanes has been provided for in the project.

To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements. The Traffic Diversion Study is available upon request.

Private Verbal Comments Given Wednesday, January 20, 2010 (WP1, WP2, WP3, etc. refer to Wednesday hearing and private comment #)

WP1-MR. BARTH: My name is Robert Barth. I am the past president of the Canal Society of New Jersey, an organization, non-profit of about 800 members, and I'm also a member of the D&R Canal Watch, a membership of about 200 members who are very concerned about the Route 95 bridge over the Delaware and Raritan Canal and its impact on this historic registered Delaware Canal.

It also, I might add, is going over the top of the Delaware Canal on the Pennsylvania side, which is also a national registered site.

Obviously, we know this bridge is necessary and will be built, so the impact it has on these national registered sites needs to be mitigated so that the public cannot only enjoy our historic canals but connect between them, so we strongly urge and require you to put in a pedestrian and bicycle access between the two canals over the bridge and have proper access from those historic canals to the bridge.

Whatever impact occurs on the Delaware and Raritan Canal along the towpath, the existing towpath, it must not infringe on the enjoyment of the path, should not be thinking of going through a tunnel of some kind.

It has to be in such a manner that we still feel that we're in the open and we're not boxed in by this new construction.

I thank you for the opportunity to allow me to comment. If you would like to contact me, my address is (*e-mail address has been removed for privacy reasons*). Thank you.

Response: Specific mitigation for adverse effects on the Delaware and Raritan Canal and for effects on the Delaware Canal is documented in the Programmatic Agreement (PA) between the Federal Highway Administration, the Pennsylvania State Historic Preservation Officer, and the New Jersey State Historic Preservation Officer. The executed Programmatic Agreement is included as an Appendix to the EA Addendum.

Subsequent to the EA/Draft 4(f) comment process, the Commission cited the livability merits of a pedestrian/bicycle facility and approved its inclusion in the proposed action. The Commission further acknowledges that the pedestrian/bicycle facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The Preferred Alternative for the pedestrian/bicycle facility is shown on pages 59 and 60 of the EA/Draft 4(f).

WP2-MR. SCHWALM: Okay, we are here as just citizens, but we are members of the Yardley-Makefield Fire Company, the fire police, and we wanted to sort of get a look at what is being planned.

One of the concerns we have is how it will affect the fire department and the fire police, in particular, for responding to incidents on 95.

We cover the section from the Scudder Falls Bridge approximately to Super One Pennsylvania side, and one of our main concerns is the fact for emergency turn-arounds.

There is one presently to the south of 332, and we would like to think that in the planning that it would be considered to provide more turn-a rounds for the emergency services.

Proper name is Lawrence Schwalm. S-C-H-W-A-L-M.

Response: Planning for and consideration of additional median turnarounds for use by emergency vehicles would occur during the final design phase of the project.

WP3-MR. HECKMAN: Rick Heckman. Again, I am also a fire police officer with the Yardley-Makefield Fire Company. Generally the same issue looking at this from how we respond.

One of our concerns is that we go on one side of the road and have an event on the other, right now we can get over the barrier across the grass median, but with differences in elevation, retaining wall as well as the barrier, that will have some impact on us, so what might make sense is to have a turn-around area somewhere between 332 and the bridge.

Response: Planning for and consideration of additional median turnarounds for use by emergency vehicles would occur during the final design phase of the project.

WP4-MR. GAMBLE: Harry Gamble, and my main concern is the proposed toll. I am retired and right now even if you charge like two dollars a trip, in a year it's a hundred dollars, and our township has turned down the Parks and Recreation proposal that was fifty dollars a year.

The library is right now bare-boned budget with a lot of cutbacks, and I think that being on fixed--we use the bridge at least two times a week.

For my wife the closest shopping place is in Ewing, which is the closest food store, and we get gas and we also--I go to the liquor store in New Jersey, so it would--it's quite an expense for us.

Response: Prior to the implementation of tolling on the Scudder Falls Bridge, the Commission will determine toll rates and when toll charges would commence. To assess the impacts of traffic diversions resulting from tolling the southbound direction of the new Scudder Falls Bridge, a Traffic Diversion Study was performed and a report was prepared dated May 11, 2011 The overall findings of the Traffic Diversion Study indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A. of the EA Addendum. Section IV.P of the EA Addendum addresses the results of the Air Quality Screening that was conducted based on the traffic diversion analysis associated with the proposed tolling of the new Scudder Falls Bridge. The project meets the U.S. Clean Air Act requirements. The Commission's efforts in this regard comply with state and federal requirements and are subject to FHWA approval. Tolling would be in the southbound direction only and would be cashless, meaning tolls would be collected electronically, and a conventional toll plaza would not be built.

The Scudder Falls Bridge is used by commuters, not just local residents. The Commission believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The Commission funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the COMMISSION did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the Commission currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the Commission will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

WP5-MS. McGOVERN: My name is Carolyn McGovern. I live at 1898 Dolington Road which borders the Scudder Falls Bridge-95 area.

I am interested in the noise issue. I know my home has the barrier slated to help that, but directly across the street is not slated for the noise reduction, and the gentleman said it is because there are not homes 400 feet past that area, however, my house is much closer than the 400 feet.

I know there is many other people in there saying that their homes are affected with that small area. I just wanted to note that they are measuring a 400 feet difference from straight out rather than 400 feet in any direction.

Our home is 400 feet, so we will have the barrier right next to our home, but the sound will still be coming in from the un-bordered area. That would be my one problem with this.

The other is we were initially--I think I was initially on the list to be getting things. At some point we got dropped from it, and when I wrote in on the little site they said we must have changed our e-mail address, however, we didn't. For some reason we were dropped.

I don't want to be dropped again. I am very interested in this. The sound level has--we have lived there 28 years. Our sound level has increased I would say much more than doubled In that time period, and I don't see that it is going down, so that is a major concern for me as a long-term resident and we plan to stay there, and those are my concerns.

Response: As described in Chapter IV.P of the Environmental Assessment, the noise analysis for this project was conducted in accordance with established methodologies and criteria of the Federal Highway Administration (FHWA), Pennsylvania Department of Transportation (PennDOT), New Jersey Department of Transportation (NJDOT), and Delaware River Joint Toll Bridge Commission (DRJTBC). Using these methodologies and criteria, noise barriers are proposed at locations where:

1. ***consideration of noise abatement is warranted based on future sound levels with the proposed project built,***
2. ***feasibility criteria are met, and***
3. ***cost reasonableness criteria are met.***

If the Commission were to be guided solely by the established criteria for noise abatement placements in the Scudder Falls project area, the Commission's total noise barrier installation costs would have been $3 million. The Commission decided to exceed what is required under these established design standards. We are committed to installing an additional $4.5 million worth of noise walls – a total cost of $7.5 million, or 150 percent, more than is required under FHWA/PennDOT/NJDOT criteria for noise levels, feasibility and cost reasonability.
The designated locations for these noise walls were not chosen arbitrarily. They were selected based on using an FHWA model which was calibrated using our relaxed threshold for designating noise wall locations. This approach provided a defensible rationale for where public funds could be expended to install additional noise walls. Likewise, this modeling identified areas where further public expenditures for the erection of additional noise walls could not be supported.

Due to the distance from the roadway, the future sound levels would not impact residences in Noise Study Area 5 (NSA 5), which is the west side of I-95 between Quarry Road and Dollington Road. Therefore, sound walls are not warranted in accordance with PennDOT noise criteria. As for the gaps for NSA 4 (west side of I-95 – Bridle Estate/Devonshire neighborhoods) and NSA 6 (east side of I-95 – Makefield Chase neighborhood), the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and reasonability cost criteria according to PennDOT criteria. Similarly for NSA 7 (west side of I-95 behind the rest stop, the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and reasonability cost criteria according to PennDOT criteria.

During the final design process for the project, a detailed optimization of barrier lengths, heights, costs, aesthetics, and locations will be conducted in conjunction with the community.

The noise study, Technical Memorandum No. 29, Preliminary Engineering Noise Analysis, November 2009, is available on the project web site: www.scudderfallsbridge.com.

ATTACHMENTS B - D

ATTACHMENT B

Response to Comments Package for the
Addendum to the Environmental Assessment,
February 21, 2012

Delaware River Joint Toll Bridge Commission

Pennsylvania Department of Transportation

U.S. Department of Transportation Federal Highway Administration

I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT

Response to Comments Package for the Addendum to the Environmental Assessment

February 21, 2012

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment
Responses to Comments Package

Organization of the Response to Comments Package

I. Summary

II. Transcript of the December 15, 2011 Public Hearing

III. Written Comments from the General Public

IV. Responses to Public Testimony and Written Comments

Section I - Summary

I-95 Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment
Responses to Comments Package

Summary

This package presents a response to substantive comments received during the Public Comment Period for the Addendum to the Environmental Assessment, dated November 2011, and circulated for public review on November 30, 2011. In addition to this Summary, this package includes copies of the actual comments received and the Public Hearing transcript followed by responses to all of the comments received during the public comment period.

The Notice of Availability of the Addendum to the Environmental Assessment and of the scheduled Public Hearing was published in the following newspapers on the dates indicated:

- *The Trenton Times*, November 30, 2011
- *The Trentonian*, November 30, 2011
- *The Bucks County Courier Times*, November 30, 2011
- *The Bucks County Herald*, December 1, 2011

The Notice of Availability and Public Hearing was also published on the project website, www.scudderfallsbridge.com . The Addendum to the Environmental Assessment was also available for review and downloading on the project website.

A second notice was published in the following newspapers prior to the scheduled Public Hearing:

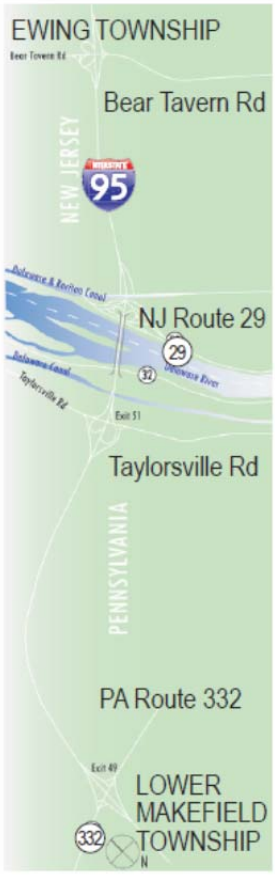
- *The Trenton Times*, December 8, 2011
- *The Trentonian*, December 13, 2011
- *The Bucks County Courier Times*, December 6, 2011
- *The Bucks County Herald*, December 8, 2011

On Thursday, December 15, 2011 the Delaware River Joint Toll Bridge Commission (DRJTBC) held a Public Hearing at the Sheraton Bucks County Hotel located at 400 Oxford Valley Road, Langhorne, PA. Approximately 75 individuals signed-in and attended the Public Hearing. The Public Hearing began at 7:00 PM and adjourned at 9:00 PM, with the proceedings recorded by a court reporter. Sixteen (16) individuals provided public testimony. Although a second court reporter was available to individuals wishing to provide private comments during the Public Hearing, no private testimony or comments were given.

The purpose of the Public Hearing was to collect written and verbal testimony regarding the Addendum to the Environmental Assessment for the I-95/Scudder Falls Bridge Improvement Project. Prior to the public testimony, the DRJTBC presented a brief overview of the project with an emphasis on the tolling aspect and the inclusion of the Bicycle/Pedestrian facility. The decision on tolling was rendered after the release of the original Environmental Assessment. The Bicycle/Pedestrian facility was included as an option for consideration in the original Environmental Assessment, but the final decision to include the Bicycle/Pedestrian facility had not been rendered at that time. These two changes are the reason for issuing the Addendum to the Environmental Assessment.

The public comment period began upon publication of the Notice of Availability on November 30, 2011 and ended on January 3, 2012, a period of 35 calendar days. Comments were accepted via mail or delivery, at the Public Hearing, and via a dedicated e-mail address. Approximately 40 organizations and/or individuals submitted comments.

I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT



NOTICE OF PUBLIC HEARING & AVAILABILITY OF THE ADDENDUM TO THE ENVIRONMENTAL ASSESSMENT

The Delaware River Joint Toll Bridge Commission (DRJTBC), in cooperation with the Federal Highway Administration (FHWA), the Pennsylvania Department of Transportation (PennDOT), and the New Jersey Department of Transportation (NJ DOT), is conducting a public hearing for the I-95/Scudder Falls Bridge Improvement Project in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. An Addendum to the 2009 Environmental Assessment (EA), which was circulated for public review in December 2009, has been prepared to consider the consequences on the natural and human environment of implementing All Electronic Cashless Tolling (AECT) on the I-95/Scudder Falls Replacement Bridge. The preferred alternative includes replacement of the I-95/ Scudder Falls Bridge over the Delaware River and improvements to 4.4 miles of I-95 in PA and NJ to alleviate traffic congestion and improve operational and safety conditions.

The Addendum to the Environmental Assessment and the 2009 EA are available for public review at www.scudderfallsbridge.com and at the following locations until January 3, 2012:

Lower Makefield-Township Municipal Building 1100 Edgewood Road Yardley, PA 19067 Twp. Manager's Office P: (215) 493-3646	**Ewing Township Municipal Offices Dept. of the Municipal Clerk** 2 Jake Garzio Drive Ewing, NJ 08628 Kim Macellaro P: (609) 883-2900 x7609	**Bucks County Free Library—Yardley-Makefield Branch** 1080 Edgewood Road Lower Makefield Township, PA 19067 P: (215) 493-9020	**Mercer County Library — Ewing Branch** 61 Scotch Road Ewing, NJ 08628 P: (609) 882-3148
Delaware River Joint Toll Bridge Commission 110 Wood & Grove Streets Morrisville, PA 19067 Kevin Skeels P: (267) 790-1048		**PennDOT District 6-0** 7000 Geerdes Boulevard King of Prussia, PA 19406 Mary Raulerson, P: (610) 205-6873	

Written comments on the Addendum to the Environmental Assessment should be submitted to Kevin Skeels at the Delaware River Joint Toll Bridge Commission above or via email to scudderfallsbridgeEAcomments@hntb.com by January 3, 2012. Written and oral comments may also be submitted at the public hearing.

PUBLIC HEARING:

Location: Sheraton Bucks County Hotel, 400 Oxford Valley Road, Langhorne, PA

Date: Thursday, December 15, 2011, 7:00 p.m. to 9:00 p.m.

The meeting location is compliant with the Americans with Disabilities Act (ADA). If you require special assistance to attend and/or participate in this meeting or need additional information please contact Mary Raulerson at (610) 205-6873. In addition, if you or another individual with whom you are familiar does not speak English as their primary language and who has limited ability to read, write, speak or understand English desires to participate in this meeting or needs additional information, contact Mary Raulerson at (610) 205-6873. Pursuant to Title VI of the Civil Rights Act of 1964, PennDOT does not discriminate on the basis of race, color, national origin, gender, age, or disability. If you feel that you have been denied the benefits of, or participation in a PennDOT program or activity, you may contact the PennDOT Bureau of Equal Opportunity, DBE/Title VI Division at (717) 787-5891 or (800) 468-4201.

Section II - Transcript of the December 15, 2011 Public Hearing

DRJTBC Scudder Falls 121511

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

- - -

PUBLIC COMMENTS REGARDING SCUDDER FALLS PROJECT

- - -

THURSDAY, DECEMBER 15, 2011

- - -

Meeting held in the above-captioned matter at Sheraton Bucks County Hotel, 400 Oxford Valley Road, Langhorne, Pennsylvania at 7:00 p.m., before Kimberly A. Bursner, Court Reporter and Notary Public.

BURSNER & ASSOCIATES COURT REPORTING

P.O. BOX 1099
NORRISTOWN, PA 19404
(610) 279-2711 (c)

SCUDDER FALLS BRIDGE - PUBLIC HEARING

MARK STOUT: The public meeting on the agenda to the environmental assessment for the I-95 Scudder Falls Bridge improvement project is now in session.

My name is Mark Stout, and I am the

public hearing moderator. I ask the audience's understanding while I read the following statement in to the record.

This public hearing is being conducted in compliance with the Pennsylvania Department of Transportation Act of 1970, Section 128, Title 23 of the United States Code and Section 106 of the National Historic Preservation Act, as well as New Jersey Department of Transportation policies and procedures.

The legal notice for this public hearing and the addendum to the environmental assessment appeared in the Bucks County Courier Times, Bucks County Herald, the Trenton Times and the Trentonian upon the release of the addendum to the EA document on November 30, 2011. The legal notice appeared again in the same four newspapers within the past nine days.

The Delaware River Joint Toll Bridge Commission is conducting this project in cooperation with PennDOT, NJDOT and the Federal Highway Administration, FHWA.

The project's locations are Lower Makefield, Bucks County, Pennsylvania, and Ewing, Mercer County, New Jersey.

The purpose of this hearing is for the Commission to collect written and verbal testimony regarding the addendum to the environmental assessment for the I-95 Scudder Fall Bridge improvement project. Prior to the testimony period, the Commission will present a brief overview of the project with an emphasis on the tolling

aspect and the inclusion of the bicycle pedestrian facility.

The decision on tolling was rendered after the release of the original environmental assessment. The bicycle-pedestrian facility was included as an option for consideration in the original environmental assessment, but the final decision to include the bicycle pedestrian facility had not been rendered at that time.

These two changes are the reason for issuing the addendum to the environmental assessment. The public has until January 3, 2012, to submit comment. After this hearing, written comments should be submitted to the Commission through Kevin Skeels, the project manager. His address is included in the legal notice and on the comment cards. E-mail comments also may be submitted at Scudderfallsbridgeeacomments@hntb.com.

All the substantive issues raised at this hearing or received during the comment period will be reviewed by the Commission and FHWA in conjunction with PennDOT and NJDOT. Before the floor is open to testimony, it is customary for the project agency to make a statement and the project team to give a brief presentation.

I would now like to introduce Frank McCartney, executive director, of the Delaware River Joint Toll Bridge Commission.

FRANK McCARTNEY: Thank you very much. We apparently have some competition for cash for power. Something is going on. I'm not sure what's going to be more interesting tonight, but there's a rather large

group next door, so if you will bear with us, we will try to maintain our communications despite the background noise we may be getting.

First of all, I want to say on behalf of the Commission, the Delaware River Joint Toll Bridge Commission, I want to welcome you to this public hearing this evening. This forum was arranged so that interested parties can provide comment on the agenda. Mark just described, the environmental assessment, the I-95 Scudder Falls improvement project. The addendum's primary focus is

an evaluation of the traffic diversions and environmental impact for a plan cashless -- cashless tolling system at the Scudder Falls replacement bridge.

The Commission authorized tolling for this facility on December 21, 2009. Several factors figured in to the Commission's tolling decision.

First, the Commission is a self-supporting bi-state transportation service agency. The Commission does not receive any financial support from the federal government or from its two jurisdictional states, the Commonwealth of Pennsylvania and the State of New Jersey.

Since July 1, 1987, the Commission's 20-bridge system has been financed solely through tolls collected at the agency's seven toll bridges. While the Commission explored the feasibility of federal and state funding assistance for this project, it became clear

that such financial support would not and will not be available.

Second, the project is the single largest capital improvement project in the Commission's 76 year history. The -- as a result, the Commission decided it would be unfair to apply the project's financial burden.

As I said, we explored federal and state financial assistance, which is not available.

As a result, the Commission decided it would be unfair to apply the project's financial burden to the existing toll bridges. And the seven existing toll bridges, most notably three. The Trenton-Morrisville Route 1 Toll Bridge; the Interstate-78 Toll Bridge and the Delaware Water Gap Interstate-80 Toll Bridge.

Finally, the maturity of cashless tolling technology in this country has made it possible for the Commission to electronically collect tolls from its customers at highway speeds without congestion of constructing toll booths. The importance of this project cannot be overstated. While the existing I-95 Scudder Falls Bridge is structurally safe, for the short term, it is now more than 50-years old. It is exceedingly narrow and lacks the required capacities for the current and future traffic conditions.

During the morning and evening hours, I-95 experiences frequent back ups and delays related to commuter traffic. Congestion and safety problems at this location are further exacerbated by the proximity of

24 adjoining ramps that have been described, quote, as kamikaze

2 ramps, closed quote. The disproportionate number of
3 accidents occur at these locations.
4 Public participation process for
5 this project has been extensive. And the list of consulted
6 organization has been voluminous. Prior to the development
7 of the environmental assessment, there were five stakeholder
8 meetings with environmental, transportation, smart growth
9 business and industry groups. There were ten public open
10 houses and township meetings on both sides of the river.
11 Four presentations were made to local organizations, such as
12 chambers of commerce and regional municipal and engineering
13 advocacy groups. Four special agency coordination meetings
14 were held with environmental resource and regulatory
15 agencies of the federal government, the Commonwealth of
16 Pennsylvania and the State of New Jersey. Four meetings of
17 an inter-agency committee composed of transportation,
18 regulatory and legislative groups were presented and the
19 Commission also had issued ten newsletters in conjunction
20 with the project. A hotline number and project specific
21 website also were established, and they remain in operation
22 to this day.
23 After issuance of the original
24 561-page environmental assessment document on December 9,

2009, further public awareness and commitment gathering efforts -- I'm sorry -- comment gathering efforts occurred. A open house public hearings were conducted with 382 signed-in participants on January 19th and 20th in 2010. A corresponding comment period resulted in 295 written or e-mailed submittals from the public and advocacy organizations. It goes on. An additional 20 responses were received from government agencies and officials.

Tonight we have yet another opportunity for the public to be heard. This hearing will specifically enable citizens to comment on the EA addendum, environment assessment addendum, pertaining to the Commission's tolling decision and the bicycle pedestrian pathway.

The Commission appreciates everyone's interest in this project, and we thank you for taking the time to provide your comments this evening. Kevin Skeels will now do an overview of the project. Kevin?

KEVIN SKEELS: Thank you, Frank. I reiterate Frank's welcome and thank you for attending this public hearing this evening.

Again, the importance of the project cannot be overstated. What I'm going to do is I'm going to

run you through an overview of the project, our preferred alternative that was developed as part of our environmental assessment process. I'll follow that up with the aspects of tolling and the bicycle and pedestrian facility that is the

subject of our addendum.

So with that, I'm going to the screen. Project purpose, alleviate traffic congestion, improve operations and improve safety. Photographs up there are small. I got larger ones later in the presentation here. They indicate or they reflect the congestion that is there. The a.m. peak hours and the morning peak hours. I'll preference it by saying the p.m. peek hour, even though we do not have it in there, exhibits the same congestion.

Project needs. Bridge is, as stated earlier, the bridge is over 50 years old, and it's functionally obsolete. Functionally obsolete meaning it cannot handle the capacity that it needs to now. It's simply not large enough. The bridge is inadequate inside and outside shoulders. Again, that affects the capacity from an engineering standpoint. Acceleration and deceleration and lanes to and from adjacent interchanges are inadequate.

Roadway capacity is inadequate for

the current and future traffic needs. And some interchange components do not meet current design criterias based on entrance and exit lanes and such.

Project goals such that they meet current design criteria. Achieve level of service D in operations and design which is a relatively free flow operation, and this is for the p.m. peek. It will be greater than level of service D in off-peek hours.

The project itself. Located, again, between Lower Makefield Township and Ewing Township. The project length is four and a half miles along I-95. The current highway configuration is three lanes in New Jersey, two lanes in Pennsylvania with two lanes across the bridge. Route 29 is the point where we go from three lanes in New Jersey coming in to two lanes coming in to Pennsylvania.

Current conditions. What you're looking at here is southbound along I-95, you're looking at the old Route 332 interchange in Newtown and Lower Makefield. What you don't see in the upper part of the picture there, there's a new loop ramp that PennDOT had constructed about two, three years ago. This is a picture goes earlier than that. What you can notice, if you can see it, is the traffic backed up all the way from the lower left

part of the picture to the top of the picture. That is I-95 northbound. This is a typical a.m. peek back up, and that goes all the way to the bridge. So we are looking at about two and a half to three-mile back up here. The loop, although not in the picture, improves operations on Route 332 overpass that you see there. However, does not provide any effect on I-95. We're still having congestion today.

If you are looking in to New Jersey over the river, this is the Taylorsville Road interchange. It's the last exit in Pennsylvania before you go over the river on the bridge. What you see in the lower part of the photograph here is Taylorsville Road going under I-95, and you see a queue of traffic on that road. That traffic is

getting on the loop ramp to get on to I-95 northbound. To the right, you see the other ramp at north Taylorsville Road getting on to 95 as well.

The congestion is very evident on the bridge itself and very evident is that on the ramp you see right when you get to the top of that ramp anybody who's driven this facility is aware that that is a relatively stop condition once you get to the highway, which is improper design for highways in this day and age.

Environmental assessment, we'll go

through the preferred alternative that was developed. We took an alternative analysis approach. We broke the project down in to components or pieces of the highway. They include the Pennsylvania main line, the New Jersey main line and the river bridge, Taylorsville Road interchange and the Route I-29 interchange. What we did was we came up with solutions, design options for each one of those components and after each one of those were developed, we combined the preferred option for each one of those to come up with the preferred alternative.

Starting with Pennsylvania and taking north along the highway getting in New Jersey. Right now you're looking at the existing condition of I-95. Two lanes in either direction. Northbound is on your right and southbound is on your left. The lower picture is a graphic of the preferred alternative inside widening for the roadway here. We go from two lanes and inadequate shoulders on the

top to three full lanes in either direction. The yellow lines you'll see on either side of the center barrier there, essentially would be you have a wider shoulder for bus and rapid transit accommodation in the future. On the outside of either roadway, you have adequate right shoulders to be today's design criteria.

Moving towards New Jersey, this is the existing Taylorsville Road interchange. Basically northbound direction on the bottom. You have the loop ramp and you have the ramp on the right provides two points of access to 95 northbound. The top of the picture you have two -- two exiting ramps from I-95 southbound that provide access to Taylorsville Road underneath. The preferred alternative here, essentially what we have done is we maintained two northbound lanes, access lanes on to 95 northbound, and we have deleted one of the southbound exit ramps, and that move is now accommodated after you cross over Taylorsville Road, so we didn't eliminate that road. It's just accommodated downstream a bit.

Overall, we have Taylorsville widening of this section to handle traffic wanting to get to at least manage the traffic that's coming off the main line there.

The proposed bridge configuration. On the right hand of your screen in the shaded gray, the gray line work, to your right is basically the existing bridge. The existing bridge, again, carries two lanes in either direction. If you take a look at the proposed

24 action, you'll see there is a significant widening there.

2 Starting from the right, you have the two vehicles, green
3 vehicle on the right, yellow vehicle on the left. The green
4 vehicle is auxillary lane, which is picking up traffic from
5 the Taylorsville Road on ramp. That lane will drop the
6 first exit over the bridge in New Jersey to Route 29. To
7 the left, the next lane, that is an auxillary lane, and
8 that's picking up traffic from the Taylorsville Road
9 interchange for traffic traveling southbound on Taylorsville
10 Road and take the loop ramp and get on.
11 Those auxillary lanes provide a
12 safe and ample opportunity for vehicles to get from
13 Taylorsville Road on to the main line. They also provide
14 opportunity for safe weaving for folks that want to get off
15 Route 29 interchange once they cross over the bridge. The
16 three lanes to the left of those vehicles are entering three
17 through the travel lanes. Increase the capacity by one
18 lane, and the left shoulder essentially, that's our bus
19 rapid transit shoulder, as well as meeting the current
20 standards of today.
21 The center median barrier's flight
22 by those on either side. Moving further to the left, we
23 have our southbound roadway. Again, the first three
24 vehicles there are in our through travel lanes. The next

vehicle over is an auxillary lane, which is picking up traffic from Route 29 interchange trying to get on to 95 southbound. That lane drops with the Taylorsville Road interchange, but, again, that auxillary lane is there for the purpose of providing safe access and egress to I-95, as well as providing safe egress for the through traffic coming off.

After that, to the left we have our standard 12-foot shoulder and still left of that is our bike way. The bike way we will get in to that in details in a little bit later in the presentation here.

Moving over the bridge, we're in to Route 29 interchange in New Jersey. What you are looking at here, you got Route 29 northbound to the right. You've got Route 29 southbound to the left. In between those roadways is our interchange that basically accommodates traffic coming to and from I-95. This is the scissor-ramp configuration that Frank had mentioned earlier in his opening comments.

So the solution to this preferred alternative, again, Route 29 northbound, same spot. Route 29 southbound, same spot. We basically revised the interchange here and widen the main line, as I went over

earlier, and revised the interchange here to include two round abouts, one north, one south. This interchange is here. Essentially they pushed this around to the configuration what we have today to safely process traffic

to and from I-95.

So, summary of the preferred alternative, top left, Pennsylvania inside widening. The bottom left is our Taylorsville Road interchange. Again, we deleted this ramp here. That moves up here to a signalized intersection on Taylorsville Road. We have our lane addition configuration on the main line. I will just real quick. This shows a single bridge deck and in actuality, this will be two separate structures, two side by side structures. Finally, on the bottom, we have the new Route 29 interchange.

On the environmental assessment, summary of the impacts of preferred alternative. Right-of-way statement, we have got approximately 14, 15 properties with one full residential take in Pennsylvania. The mitigation to the right is essentially fair market value paid, plus reallocation of assistance to any -- to the one displacement that we do have. The process payment for -- determining the fair payment will follow PennDOT and New

JerseyDOT standards. Residential areas basically define where we are going to put noise impact walls. We did a noise study. From that noise study, we developed the locations of the noise walls between Pennsylvania and New Jersey, and we have approximately three miles of noise walls that are going to be associated with this project.

We have small temporary and permanent losses of fisheries habitat which is in the river.

Basically, the mitigation for that is implementing terms and condition of biological opinion. The Peregrine Falcon nesting on the existing bridge, we are going to provide an alternative nesting area located on the bridge in an area possibly near the bridge.

The final two components here are being coordinated with the regulatory agencies and the authority, coordinating with them now. That's how -- that's basically the mitigation. We're going to have to take care of these impacts.

D and R -- D & R Canal in New Jersey. Basically we have the state park. We got .4 acres of right-of-way which we are going to need to take, and we also got impacts to the D and R Canal state park tow path.

The mitigation for that is we got a

programmatic agreement. We're providing $2 million in funding to the DEP and Delaware River Canal Commission in order to account for the impacts to that linear facility.

The potential for archeological or adverse effect on archeological resources was a component we had to look at. It's a project that we actually had completed field work archeological investigations both in New Jersey and Pennsylvania. At this time the artifacts that were under earth are basically in the process for final report that needs to be approved by the state historic preservation offices in either state and ultimately those artifacts will be housed in the state museums in Harrisburg and Trenton.

Impact of the construction adjacent to Delaware Canal, D and R Canal tow paths. Again coordinated with those folks, the D and R -- Delaware Canal and the Delaware River Canal Commission. We have and are coordinated with them. What we will be doing is, because of the proximity of the new piers to the tow path, they were concerned with the visual aspects of it, aesthetics aspects of it, and we have met with and have been meeting with them since 2008 to identify mitigation. Aesthetic treatment of the piers and abutments. We will take care of during the

construction. Basically maintaining the tow paths while we have the project under construction. Again, this coordination will be ongoing with these folks during construction. All these mitigation efforts, essentially what they amount to is our construction documents saying what the rules of the game are with each one of these impacts, how you have to take care of them.

Last, the Delaware River Water Trail. The designation of the Delaware River in this area, and we need to maintain at least half -- half the width of the river during construction. We have temporary causeways which are tressel-style causeways that are going to be designed and implemented in order for us to construct in the river. We will also cover dams that will be constructed so that we can construct the substructure when it is in the dry.

All of these are being coordinated

with the regulatory agencies, U.S. Army Corp of Engineers, DEP's in each state, as well as the National Marine and Fishery Centers is part of the Department of Interior out of Gloucester, Massachusetts. The only reason that we're able to publish this back in 2009 with the addendum on November 30th of this year was because those agencies

approved how mitigation was going to be.

The last screen impacts. Wetland impacts. Floodplain impacts and 20 acres increase in impervious area. All these result in a storm water management design that is, again, currently being coordinated with the counties and the DEPs on either side of the river. Ultimately permits for the project will not be issued unless we have satisfactorily addressed all the storm water management issues along the corridor, and we know that's a very sensitive area to some of the residents that live on the other side of the highway.

Benefits of the preferred alternative. Replacing an aging functionally obsolete bridge structure. Provide level of service D, as I mentioned, and improves traffic safety by providing design features and meeting current standards. In addition, it accommodates New Jersey Transit's proposed bus route and transit system, noise walls reduce the effects of the highway noise in adjacent communities, and the bicycle and pedestrian mobility is improved by the addition of a pedestrian-bike facility here.

That was basically a summary of what

was presented in the EA back in 2009.

Now we will get in to what the assessment covers. And, again, as Frank mentioned earlier, two components of this tolling. Essentially tolling is required to finance this project. Again, the Commission operates on toll revenues only. No state funding or federal funding comes our way. We did try and secure TIGER grant and TIFIA loan money for the project, but we were not successful with that.

Instead of tolling the Scudder Falls Bridge, an alternate method of financing the project would had been to increase the tolls on our other seven toll crossing within our system. Quite frankly, it was looked upon as unfair for the users of the other toll facilities and in particular I-78 and I-80 to pay for a project on I-95 that they would never or most never be using.

Toll collections. Essentially we are not building a toll plaza. A lot of the concern that we had when the announcement the toll first came out was why were we widening the bridge to reach capacity and throwing a toll plaza in there that is going to cut down capacity? Right now we will not build that toll plaza. We will be tolling this by a cashless system, which is a road overhead entries we will be using to collect the tolls for the

motorists.

Toll rates have not been set for this facility. That is something that will happen down the line. Tolls collected will again be collected using cashless tolling, E-Z Pass transponders, for those who have an E-Z Pass transponder, the other method would be video invoicing for none E-Z pass holders. The bottom table payment options for E-Z Pass transponders. Everybody will be charged a toll, obviously, but the administrative fee if you have an E-Z Pass tag, you will not. If there is a license plate video capture will have an administrative fee attached to it.

There is two ways to get the video capture. You can register the vehicle with the Commission in which case we would have the appropriate information to send you an invoice in the mail for toll. Or a non-registered or motorist would essentially be someone that the Commission would have to go in to the adjacent DMV and get in to the system and track that person down in order to get a toll there. There will be an additional fee on top of the fee that is there for registered video-captured motorists.

Cashless system, couple of examples

here. This is the I-294 Illinois tollway facility. There is a pair of monotubes there on which the toll collection equipment and modern equipment is mounted. You can see this facility spans the entire road and this pretty much is what

it would look like on our register.

Another potential facility is a space frame structure. This is the structure that we have spanning two of our toll lanes up at our I-78 facility. We have a toll plaza adjacent to it but, again, this facility would span the entire southbound roadway.

Effect of tolling and the mitigation associated with it. There were studies that were performed, identified no disproportionate and adverse effect on this disenfranchised population. But to mitigate, even though there was no adverse effect, our mitigation, the Commission has standard outreach programs that we use on every one of our projects and what we have committed to is stepping up that outreach program to basically provide education and awareness of what the ways of collecting the toll will be, alternate routes for those populations.

Cashless tolling costs and drive costs. We are aware of that. Again, the studies that we have performed reflect that. The study also reflects that

this facility will attract drivers as well. Anybody who's familiar with their current free bridge crossings or non-toll crossings, Washington Crossing, Calhoun Street, Lower Trenton or Trenton Makes Bridge are aware that during the peek hours what the traffic on those bridges are like. You sit in traffic for quite a bit.

Mitigation. Essentially we have, again, an overall effect is positive on the traffic. The --

we will perform pre and post-construction traffic studies and that's going to be in coordination with PennDOT and New JerseyDOT, so that the pre-construction will basically provide us with the baseline of where certain routes, the volume capacity ratio which is an engineering term for telling how full the road is. Identifying a baseline on it there. And then post-construction is what we are saying now really can happen in the future, so we have made commitments to take care of that, and we are coordinating that with the Federal Highway Administration, Pennsylvania DOT and New Jersey DOT.

Benefits of the technology of electronic cashless tolling. No need to construct a traditional toll booth. A toll booth plaza would have been additional right-of-way impacts. Would had been additional

noise and air studies required for it. This cashless tolling aspect of the technology does not require toll plaza. No stopping to pay the toll. You travel at prevailing speeds to collect tolls. Essentially supports the combined project improvement. As I stated earlier, why would we possibly widen a bridge like this and then throw a toll plaza up there? The fact that it is associated with traffic and queuing or diversion. We're looking to minimize will be increased mileage and fuel cost, lost time, longer commutes and increased commuter frustration, and all tolling equipment within -- is going to be within the project footprint which, again, there are no environmental impacts because we are able to do that.

The bicycle and pedestrian facility. I stated earlier, the environmental assessment in 2009 did account for the environmental impacts associated with the ped-bike facility. The Commission's decision to include that facility was not rendered until the following April. But since it was after the EA was published, again, it made sense. One of the components that's part of this EA addendum.

The inclusion response to federal and state policy guidance for multi-level accommodation on

new projects and DVRPC's Southeastern Pennsylvania and bicycle and pedestrian mobility plan. Essentially that's a requirement of new projects. You do need to consider multi-modal movement across the facility. Bicycle and pedestrian traffic will be safely accommodated across the bridge by way of concrete barrier separating the facility from main line traffic. See the yellow bar cutting across? The pedestrian facility will be -- bike-pedestrian facility will be constructed on the north side of the bridge. And in Pennsylvania, it will tie in via switch back ramp to accommodate the elevation difference to get people down from the bridge to the ground level. Once down to the ground level, you can follow the path over to Woodside Road, bicycles will go down to Woodside Road, and that's how they will access tow bath. Pedestrians would be accommodated by a sidewalk that will be run up Woodside Road and will tie to the Delaware Canal Path.

On the New Jersey side, north side, we got our pedestrian-bike facility coming down on structure adjacent to Route 29 southbound, parallel southbound and tie in to the Delaware River Canal tow path right here. The tie in of the facility is included in our mitigation efforts, and we have coordinated with the state park, as well as the

DEP in New Jersey.

Benefits of the bicycle and pedestrian facilities. Basically serves as enhancement to regional building. Again, a project possibility. Linking the canal tow paths to the adjoining states, encouraging further recreational use of the state parks, linking local and regional bike networks and accommodating recreational trips between state parks.

with that, we have additional information on the websites on the screen, and this is -- has been published in the handout material that we have so you have that.

With that, I thank you for, again, attending and listening.

MARK STOUT: Thank you, Kevin.

Before the floor is open to testimony, I need to outline the guidelines for providing testimony. Speakers wishing to provide verbal testimony at this hearing must first register at the entrance table. Elected officials willl be called to the podium first. Additional speakers will be called to the podium in the order in which they register. Verbal testimony will be limited to five

minutes as a matter of fairness so that everyone may have an

opportunity to speak. Written testimony also may be submitted to supplement verbal testimony or in place of verbal testimony. Comment cards are available for this purpose.

Individuals with written testimony should submit it at the stenographer's table or hand it to a project staff person. A stenographer also will remain available throughout this hearing to take testimony privately for anyone who wishes to do so. This hearing is strictly for taking testimony. There will be no cross-examinations, questioning or responses to any speaker either from the floor or from the chair. Rather this process enables a public record to be gathered on the effect of the proposed action.

Please make statements only. Please be courteous and refrain from commenting during others' testimony. If anyone has already testified and addressed an issue you were prepared to speak about, please be brief in repeating it. When you come to the microphone, please state your name and identify any organization, individuals or persons you may be representing.

And I call first Pennsylvania State Representative Steve Santarsiero.

STEVE SANTARSIERO: Thank you. I know there are a lot of people here tonight I'm sure want to have their voices heard, so I will not monopolize the time. But I did want to come here tonight because this is a project that has been near and dear to me now for going on about seven years since the Bridge Commission first came before us when I was a Lower Makefield Township Supervisor.

Let me begin by thanking the Bridge Commission for having this forum, the second one they have done here in Falls Township, and thanking them also for undertaking the study that was just discussed.

There are a couple issues I want to talk about tonight, the first of which is the issue of tolling that was most recently discussed. And I want to make a couple of comments about that. Having reviewed the report, there are a few things that I think they are underscoring, and I think really ought to be considered before a final decision is made regarding the tolling.

First of all, I want to thank the Commission for taking the report. When we were last here, I think in July of 2010, one of the things I did ask for is before any decision is made on tolling, that an impact study be done. I'm glad that the impact study was done. I'm not

overly happy with the conclusion, but I am happy that the study was done.

One thing about the study that I think is kind of inconsistent in the logic of it and causes

me to question its conclusion is a idea that there will not be any adverse impacts, once this bridge is tolled, on the other crossings across the Delaware. And the study cites partly from that proposition that idea that right now there are trucks that are avoiding the Route 1 crossing precisely because it has a toll going south in Pennsylvania, and they are using the Scudder Falls Bridge, but that once this bridge is tolled, they won't be doing that any more. Well, they are doing it now because there is a toll on the Route 1 Bridge, and that to me is an admission that that type of behavior is likely in this case as well.

I represent the Newtown, Lower Makefield, and in about a month the Morrisville areas of Bucks County. And so I have a concern, not just for the Scudder Falls Bridge and what will happen there, but also for those crossings in Morrisville, the ones that were just mentioned, the Trenton Makes Bridge and also the Calhoun Street Road.

While I do agree and I hope that once

this bridge is reconstructed or a new bridge is built, it will be a much better crossing and a much quicker one, I'm not convinced necessarily of the assumption that because that will be a better bridge that necessarily motorists will decide to use it notwithstanding the toll and not those other crossings. And so I still have the concern that this will have a negative impact on those crossings, as well as the arterial and collector roads that lead to and from those

crossings. Obviously, to some extent, whether motorists do that or not will be impacted by the amount of the toll, and that's something that as I understand from this presentation, the Commission has not yet made a determination on.

Again, I would say that from the perspective of potential negative impacts, the fact that the economy is still tough and although I know this is not going to be for another few years until the project is built out, that this would take effect, from both of those perspectives, putting an extra economic burden on our motorists who are commuting back and forth going over the Scudder Falls Bridge because of their jobs, by and large, that this is, you know, perhaps not the best approach. By that, ultimately I would say that if the Commission decides

to go forward with tolling, I would implore you to use the lowest possible toll that you could do so that it does not become, one, a disproportionate burden on our residents who are commuting in to New Jersey to work every day and, two, that it doesn't potentially have that impact on those other crossings.

The second issue that I would like to touch on tonight is the issue of the P3s. And for those of you in the audience who are not familiar with the term P3, it stands for public-private partnership. And essentially what it is is a way that some governments throughout the United States have tried to employ to lessen the cost of infrastructure projects, and so the idea is that, in this

case, the Bridge Commission, would enter in to agreement with a private company to build the Scudder Falls Bridge and then ultimately to operate and maintain it. And typically what happens is they will enter in to a long term 99-year lease and give that private company then the right to toll and collect those toll revenues.

Now, the Bridge Commission does have the legal authority to do that and about a year and a half ago, former Governor Rendell and Governor Christie in New Jersey announced that they thought this was a good way to

proceed with the Scudder Falls project. Pennsylvania interestingly does not now have the authority to enter in to P3s. In fact, there is a bill that's pending before the state legislature -- but there is a bill pending in the state legislature that came through our Transportation Committee and the House that I voted against which would give PennDOT the authority to enter in to P3s. And I voted against that bill because it would create a seven-member Commission in Pennsylvania that would have the authority to enter in to these public-private partnerships, and I didn't think that was good idea because it was a further removal of the process from the people. Taking that authority away from the general assembly and vesting in this seven-person Commission, I didn't think was a great idea. But more fundamentally than that, I think the government has some poor functions and whether you are on the left or the right and I think most of us can agree, and one of those core

functions is providing for infrastructure.

I'm not necessarily sure that it's a great idea to give a private company and, indeed, perhaps a private company that's not even based in the United States, the authority to build our infrastructure and operate and maintain it, and there are a number of reasons for that, not

least of which is the idea of control, and also the idea of what happens when things don't go quite right. Where do citizens turn and how quickly can they be answered to get -- make things right.

So I have a real concern with P3s. I'm not a supporter of them. And I think it would be a mistake in the context of the Scudder Falls Bridge to undertake a P3 to do this project, and I urge the Bridge Commission not to go down that road for the reasons that I've just stated.

Finally, I want to talk about the sound barriers. And this is an issue also that's been near and dear to my heart now for about seven years because it was back in 2004, 2005 when the first Commission first came to us in Lower Makefield Township that I began fighting for getting sound barriers constructed on the Pennsylvania side of the river. And I am grateful for the Commission, as I've said many times in the past, for having agreed to construct the barriers to this date they have agreed to construct. And as you said, Keith or Kevin -- excuse me -- they are about three miles of barriers that the Commission to date have agreed to construct between the Delaware River and 332

24 on both the north and southbound sides of I-95. That's good

2 news for the residents there, and I'm sure some of you in
3 the audience tonight have homes in that area, and that will
4 make a difference.
5 But we have back in 2008 identified a
6 number of gap areas, areas that the Commission to date has
7 not agreed to construct sound barriers, areas that are
8 between where the barriers are proposed to be constructed
9 that really do need those barriers because it will impact
10 the residents whose neighborhoods abut those. We're not
11 talking about a lot of distance. They're all on the
12 southbound side of the highway. They amount to less than I
13 believe a half mile in linear distance and would I think be
14 less than a million dollars to construct under the current
15 PennDOT guidelines.
16 Now, if you consider that this project
17 is likely to be over a $300 million in cost and maybe at the
18 end of the day much more than that, it is a very small
19 percentage of total cost, but will have a very great impact
20 on the quality of life of the neighborhoods and the
21 residents who live in those areas. And so I know I've made
22 this request many times over the last three years, and I
23 know each time I've made the request, the Commission has
24 very politely, but nonetheless firmly said no, I am going to

make the request again tonight, and I'm here to say, again, politely as well, but no less firmly that I'm not going to take no for an answer, and you are going to continue to hear me and see me on this issue because these residents need those barriers, and it has to be done.

I believe this project is a necessary project. Anyone who's ridden on the Scudder Falls Bridge in rush hour, whether in the morning or the evening, knows that's the case, but it's got to be done right and among other things that means that we protect our neighborhoods of this issue with the noise, that we construct the sound barriers everywhere they need to be. And we can do that, I think a cost effective way at the end of the day, will make a real difference.

So, again, I want to thank the Commission for the opportunity to come out here tonight to speak on these issues. I'm going to have to be leaving in a few minutes, but Ryan Bevitz of my office -- Ryan, will you raise your hand, please -- will be here for the remainder of the meeting, and I would say to any resident here tonight who has any additional concerns that they would like to raise with me, to please see Ryan before you leave, and he will get that to me.

Alternatively, you can call me directly at my office in Newtown or send me an e-mail. Just Google me. You will find it right away. I will be happy to respond and meet with you and address any other concerns

that you have.

Again, thank you for the opportunity tonight, and I hope you have a good meeting for the rest of the evening.

MARK STOUT: Thank you. I call now Rob Lewandaski.

T1

ROB LEWANDASKI: Good evening. My name is Rob Lewandaski, and I'm from New Jersey Lesit. That's the labor management partnership of the Laborers International Union of North American.

And I would like to share with you the several reasons why I'm supporting the proposed Scudders Fall Bridge project including the addendum as discussed today. And the first really deals with the three Cs and that's capacity, congestion and carbon emissions. We all sat in that traffic bumper to bumper frustrated, and we know that that capacity is going to increase over time by I think your own studies we look at it increasing over a third in the next 20 years. And that's something that we really

can't ignore, that an efficient transportation system not only breaks bottle necks and helps move people and product, but it really does help improve quality of life and strengthen hopefully the local economy. So those three Cs capacity, congestion and carbon emissions is sort of reason number one.

And then the second one that relates to that quality of life is the installation of the bicycle

and pedestrian pathway. I mean, think about how great that's going to be when we can connect tow path to tow path on each side of the bridge, you know, for residents, for visitors and maybe even commuters. We will see that -- that walkway as a wise investment. You know, between -- I was thinking about it as I was sitting there, between that pedestrian and bicycle path and the idea of having sort of this express transit lane, it truly does become a multi-modal project in an area that you just don't see it; right? We are still in a rural/suburban area and to be able to use infrastructure investment to offer different opportunities, I think is a real plus, so I think that quality of life issue is another one.

Third reason, of course, is safety. A 52-year old bridge eventually becomes a 62-year old bridge

becomes a 72-year old bridge and eventually becomes dangerous without that proper investment, and we really need to do that.

I'm really concerned, and I know these projects take a long time, that we will get to the point where -- and we have driven on these bridges before, right, in other areas where they should just re-name these things as accident waiting to happen because they are just that bad. I don't think we're at the point now, but I think we have to be mindful that that infrastructure investment and this type of stuff is important for our safety. So safety is really a third reason.

And the fourth reason, I would be

remiss if I didn't mention this, is job creation. Public-private investment like this isn't done, first and foremost, for jobs, but it is undeniable that job creation is an added benefit on this project, especially in a construction industry that is hit so hard by the great recession, harder than any other industry, you know, in the region, and in the nation.

Now, based on my back-of-the-envelope projections, and I extrapolated this from Federal Highway Administration data that the Scudder Falls Bridge will

created 3,167 direct construction jobs, 1,433 jobs in support of construction industries and then another 4,654 induced jobs, and that's money that's earned that's going back in to the economy in to restaurants and local businesses, services, doctors' visits, you know, that kind of stuff. So I think that job creation is very important and the timeliness of it is incredibly needed.

And then lastly, I just want to address the charging of toll for usage. As I see it, it is really the responsible way to pay for such an important project. Clearly there are issues relating to how you go about doing that, but I think it's sort of hopefully undeniable that -- that we need to do it and that, you know, putting it on this bridge to pay for bridge improvements is both fair and equitable. You know, I too like something for nothing, but given realities, I think this is just something we have to look at is the responsible thing to do.

So that's all I have to say. I really do thank the Commission for the opportunity to speak with you and truly urge your support for this truly important project.

MARK STOUT: Thank you. I call now Steve Noll, N-o-l-l.

T2

STEVE NOLL: Thank you and good evening, ladies and gentleman. My name is Steve Noll, and I am the deputy executive director of TMA Bucks, the private non-profit transportation management association that serves all of Bucks County.

TMA Bucks fully supports plans to establish cashless tolling system on the Scudder Falls Bridge. A reasonable toll is a prudent means of generating sustainable and inflation adjustable income for the construction and upkeep of the bridge and is a wise alternative to insufficient and steadily dwindling public funding sources.

We concur with the Delaware River Joint Toll Bridge Commission's statement that the toll on the Scudder Falls Bridge eliminates the need to unfairly pass the costs of this project on to users of the Commission's seven existing toll bridges. We appreciate that the plan will utilize electronic highway speed control -- highway speed toll collection as a means to eliminate congestion and the air pollution that would result from idling vehicles.

Furthermore, TMA Bucks support

24 construction of the new Scudder Falls crossing as currently

2 planned. In particular, the inner shoulder lanes that can
3 accommodate bus rapid transit service in the future. Full
4 inside and outside shoulders on the crossing of this length
5 are a must and one need only consider the current Scudder
6 Falls Bridge as an example of how one disabled vehicle in a
7 travel lane will at best cause a traffic jam and at worse,
8 become an accident statistic.
9 The ability for vehicles to safely
10 stop on either side of the crossing must be maintained
11 because even the best designed bridge is worthless when
12 blocked.
13 We appreciate the Commission's
14 attention to congestion reduction, air quality improvement,
15 safety and long-term utility in the development of this
16 project, and we look forward to continuing our support and
17 assisting the Commission in any way necessary to minimize
18 inconveniences to our commuting public during the
19 construction period. Thank you.
20 MARK STOUT: Thank you. I call now
21 Ron Harland.
22 RON HARLAND: Hello. I'm Dr. Ronald
23 Harland, and I'm one of the local residents. As a side bar,
24 I don't know if the Commission considers private-public

T3

joint work, two million to my company to be fully able to finance this and complete without any burden on the public.

But the statement I have basically is average Americans lose some 55 percent of their earnings to government and taxes. I, like most, if not all of my neighbors, oppose any efforts to impose a new tax in the form of toll on this project either now or any time in the future. Hundreds, if not thousands of bridges, are built throughout the U.S.A. each year and do not impose any additional tax or toll. Any funding should be shouldered by the federal and/or state funds or private. In that case, my offer or the project should not be implemented.

As a local, this proposed toll will effect my interstate commerce and serve as an unconstitutional act. Again, no state has the right to regulate interstate commerce. This means, according to the constitution, interruption of regular commerce between states with adverse acts such as imposing of a toll.

Again, you know, some work that I'm doing is very helpful in China. I don't know if it's going to be implemented here in the United States but, again, if they ever get to a point of having a private-public joint operation, please let me know.

♀

MARK STOUT: Thank you. I call Phil Goldman.

PHIL GOLDMAN: My name is Phil Goldman. I'm from Washington Crossing, Pennsylvania. And

T4

this is my first meeting hearing all the information.

We in the public, at least at this exposure, have no numbers and statistics about this traffic and the bridge. We don't know how many commercial vehicles going north and south. We don't know whether Taylorsville Road coming out of and Route 29 coming out of Trenton is going to divert to this toll bridge instead of as we can do it, continue on in to Lambertville and New Hope. We don't know if the speed limit is going to be maintained at 55, and it's a better road than it currently is. Is it going to attract -- how much -- how many more vehicles? What's the bigger percentage of increase in traffic? The maintenance of the bridge is important because it is going to deteriorate as the years go by.

There was a heavy flow initially of -- this bridge is 50 years old, going to be 60 years old, et cetera. The Palmyra Bridge is over 100 years. When it was first built, it was said to the masses it is going to be a nickle for the toll and when the bridge gets paid off, it

becomes zero. I think today it's $5. Did the bridge ever get paid off? We don't have enough information coming from government. For us to make a decision similar to Washington, they do what they want and put it to the public and still do what they want.

I think there really should be some statistics, the traffic from which it's going to cost, 300 million, you know, and this project will probably take

three to five years. That means 300 million. Maybe 500 million. If you are going to build the bridge, is it going to be steel out of China? You know, there's issues this country is facing right now. I don't think we need another major 300 to $500 million expense when we are broke.

MARK STOUT: Thank you. I call Nathan Leventhal.

T5

NATHAN LEVENTHAL: Okay. I'd like to say that the bridge looks awesome. It looks like it would be a great thing and it certainly is congested. Now, whether or not it's necessary -- I mean, I get across back and forth every day and the traffic is part of my commute. Do you know what I mean? So I don't know if I need to pay an extra dollar to get home every day. A huge chunk of my life is lived on both sides of the bridge including family

and work. You know, I work on both sides. I have family on both sides, and so going back and forth multiple times seems to me a little crazy.

But it also seems crazy because it is an interstate which, as far as I know, was built with public funds and also as part of the defense system, so to put like a private company in charge of tolling it, which should be a public road already, seems somebody said unconstitutional. It almost sounds illegal, although I bet there are ways to kind of manipulate the laws to make it possible. It seems certainly Unamerican and unpatriotic, so even the most recent 2005 rules that say you can build interstates that can be tolled, even they say they prohibit

tolling of interstates that are currently non-tolled. So I don't know how you get around that, but I believe it's possible.

So I do also have a problem with the toll because the way they say they are going to put a cashless toll which I know it's the age of civil liberty laws and everything like that, but I don't think we need to be kind of tracked every time we want to cross a state border. I don't think that we are separate countries yet. It is still the United States of America, and I think that

it's kind of weird to kind of put in to a public -- I mean, I don't know who the E-Z Pass system is and why we would be giving them all this money to kind of charge a toll.

They said there would be no administrative cost if you sign up for the E-Z Pass, but signing up for E-Z Pass carries an administrative cost that you pay on a monthly bill, so you would have to kind of take that on. If you don't want it, then you have to pay for the privilege of being tracked by having your license plate taken a picture of which I kind of have some patriotic problems with also.

I also find it hard to believe that there is no federal funds. Maybe no federal funds for expanding the bridge the way it is, but since it is an interstate and it is part of the federal defense system, you know, they can spend $5,000 on a hammer that they wouldn't maintain a bridge. I know we said it's structurally sound,

so maybe that's why there's no money now, but if we can't afford it, then maybe we shouldn't be doing it right now. I think that's all I have to say.

MARK STOUT: Thank you. I call John Rozolis.

JOHN ROZOLIS: Thank you. I came

T6

tonight. I didn't know if I was going to speak or not, but I'm John Rozolis. I'm a resident of Pennsylvania. I work in New Jersey. And I commute over the bridge every day. I actually like the proposal of the bridge. I think it is really a good enhancement to get over there. As a commuter, though, I don't like the toll, and I think the toll is probably not necessary. I think there is probably ways you can look to work around that. I agree with our first speaker and a couple of our other speakers, and I would like to urge the Commission to see what they can do to avoid the toll. If they can't avoid the toll, I just want to share that, you know, while I travel it over to New Jersey every day, actually I live close enough that sometimes I come back and do odd errands over here back in Pennsylvania or sometimes just come home for lunch. And it's not just once a day that I travel across the bridge, but I actually travel across the bridge maybe once, twice, twice a day during the week days, and so that's an extra added burden. Obviously, I would have to change my lifestyle if there was a toll. So I encourage if you do need to make the toll, please make it as low as you possibly can.

When I looked on the internet, I saw

24 that the tolls on Interstate-95 from New York to Washington

2 are 3, 6 and $12. So I'm envisioning we are probably going
3 to be in that neighborhood or if not there, we are going to
4 be there soon. I also agree with our first speaker that
5 this is the wrong economic times to be looking at 3, 6 or
6 $12 tolls. Our friends in Washington are working on a
7 payroll tax to take -- to put more on in the pockets of the
8 people so they can juice up the economy and get things
9 rolling, and I think a toll kind of goes counter to what our
10 friends in Washington are trying to accomplish. It
11 basically just takes any kind of tax incentives or money
12 that are going to be put back in to the consumers' pockets.
13 It is just taking it right out and going in to consumer tax.
14 I also wanted to add that I went to
15 the website, read a lot of the documents, the impact
16 studies, et cetera, et cetera. I had some questions. I was
17 disappointed when I e-mailed some of the e-mails on the
18 website they were returned as invalid addresses. I was also
19 disappointed, I called the 800 number and left a message. I
20 called it once during working hours and once after working
21 hours with a question. Have not received a phone call back,
22 so that was disappointing. And my question that I did have
23 revolved around the concern about the impact study itself.
24 Again, with the first speaker, I don't know that I agree

with the results of the impact study. I personally I will not be using the bridge if it is tolled, and I will be using the Calhoun Street Bridge and the Washington Crossing Bridge as alternatives.

So I'm concerned that the impact study is not going to be accurate. And to have to hear that there is going to be an impact study post the construction of the bridge, but I'm really curious to understand, well, if it does turn out that the non-toll bridge, especially the Calhoun Street Bridge and the Washington Crossing Bridge are unsatisfactory volumes, I think what actions will be taken to alleviate those problems because we are really just pushing one problem to the other bridges.

So thank you for all the hard work that you envision in doing. I think the bridge looks great. I like everything about it, except for the tolls. And if you can -- if you have to have a toll, keep it as low as possible. I don't -- I definitely do not want to see 3, 6 or $12 to go across there.

Oh, one final thing. I do, during the summer hours, I do actually bike across to work twice a week, so I'm really excited to see that you did include a bike path on a bridge. It saves me about five miles having

to travel up to Washington Crossing to get over there.

But thank you very much.

MARK STOUT: Thank you. I call Victor Fiori.

T7

VICTOR FIORI: Good evening, folks. I'm just a regular guy. I live 42 year the same place, Lower Makefield Township. Lower Makefield officials Steve Santarsiero, all the officials know me because I complained about the storm water problems that have been ongoing since 42 years from the roadway. That's one of my concerns. The Commission is aware of it.

And I look at this project. And I understand progress, but I think of commercial years past and the Indians. And you look at this and, you know, I've live there all my life. Again, you can hear the falcons in the area. It's still a natural area, but progress is on its way, so I guess you have to get used to that.

My other comment is about the rest area. Seeing that place as is over used. There is too many trucks. There's trucks backing up now. It's almost -- the thing has to be closed or made just for cars over. It's just ridiculous. The facility's are old. They put these -- another roadway it is not going to be able to handle it, so

that has to be addressed, and I don't think it has been addressed yet, so I'm really worried about that.

The other comment I have is about the bike path. I am really thankful that the Commission decided to do that. I think it's a great idea, but the placement seems a bit odd. It's on the northwest side of the bridge. It's going to be closed half the time in the winter from the ice. So I don't know if they are going to

put a cover over it or something. I don't know if somebody thought about that. But, you know, usually, they're put on the south side and stay warm and dry and free of ice.

The other comment I have is, as a U.S. military veteran that re-enlisted after the Towers fell on 9/11, I walk with my family down the canal, the tow path, and I see cameras looking at me, all kinds of cameras. And I thought, this is what I potentially could die for when I joined the Army. I understand cameras on the main interstate. I understand we live in a different world, but when a recreational area -- I mean, is there something that can be done to make it totally discrete or not at all? I just think it is an intrusion of people's privacy minding their business. And if we got to that point in this world that we can't even walk on a tow path without being looked

at by cameras, I think we have lost America, guys.

That's my comment. You know, I got visions of big brother in 1984. You know, it just pains me to think my brothers crossed that river on Christmas night in 1776 to see cameras everywhere and to see facilities of the homeland security, you know, and everything like that look at residents as if we are something -- you know, intruders or something. And I think God save this nation. Thank you.

MARK STOUT: Thank you. I call John Maddock.

T8

JOHN MADDOCK: I'm John Maddock. I live in Ewing, and I actually worked on the construction of

the bridge that was originally built.

A couple issues. Number one, as is now designed to go forward, traffic coming south on 29 now goes down to River Road and up on to I-95. Your proposal is to take that traffic in to a round about and then up, and it seems to be that round about would be unnecessarily clogged by that traffic. Why not leave the entrance off the River Road on up to I-95?

Two, I-95 itself should not be going across this bridge. You come up 95. Why is the traffic --

why is 95 not going over the Delaware Memorial Bridge and up the three lane 295 or up the turnpike? Why route that traffic in to New Jersey on that bridge and it comes to a dead end? The traffic could be alleviated if you would have it go up the turnpike or 295.

Three, I don't see the need for four breakdown lanes on a six-lane highway. It seems to me one is enough. You don't see that many breakdowns and one breakdown lane should be able to handle any breakdown. The cost of those two extra breakdown lanes is significant.

Four, it seems to me that the tolls could become outrageous, and it would seem why don't you have an E-Z Pass break for locals -- people in Mercer County or Bucks County who are regularly using that bridge, have a lower toll for them once they register their car with you?

And then, five, while I appreciate the bike lane, I think in the last -- it was $20 million,

and there's no tolls for the guys riding their bikes across there. Now, it is great to have it, but it's a staggering amount of money and nothing is recovered by the people who use it. Thank you.

MARK STOUT: Thank you. I call Arif Malick. Arif Malick. M-a-l-i-c-k, I believe. No longer

here. Arif Malick.

I'll move on to Zachary Rubin.

T9

ZACHARY RUBIN: Good evening. My name is Zachary Rubin. I live in Lower Makefield Township. But I'm also an executive board member of the Residents Against Frankford Hospital Relocation, RAFHR. And we have been fighting for the last couple years to have an area build a hospital which is not miles away from Exit 49 on 95, but a couple hundred yards away. And if that hospital is built, thousands upon thousands of new cars would be making that trip on the bypass on 332.

Now, I notice in your presentation -- and I might be wrong, but there is no plans to improve the Exit 49 that is going south on 95 and exiting 49 going west towards Newtown. Now, right now the level of service for that intersection is a failing intersection. And there's no questioning widening the bridge and widening 95 will bring even more cars on to that interchange.

So, number one, I think it's incumbent upon you to improve that intersection. Of course, the hospital would be an outrageous horrible condition there, but that's another story.

24 Number two, I strongly oppose

2 private-public partnerships, the three Ps. Now, in
3 Pennsylvania there are -- the infrastructure, if I might say
4 that right, needs billions upon billions of dollars of
5 funds. And the rural legislators defeated tolling
6 Interstate-80, and I believe rightfully so, but now they are
7 looking for tolling a number of roads and especially in
8 southeast Pennsylvania where the majority of the population
9 resides.
10 So, therefore, I think this is a
11 slippery slope if the Bridge Commission starts the
12 privatization of our intras -- intrastructure. Why can't I
13 say that word? Infrastructure. I need to have some queue
14 cards and things like that. So I'm totally opposed to that.
15 Now, about tolling, now as we all
16 know, tolling is a recent event with the construction of
17 this project. When it was first proposed to our residents,
18 there was no -- there was no calling for the tolling. And I
19 do believe that in this financial climate, this is the best
20 time to go out in to the bond market to borrow money.
21 There's never going to be a better time. I do believe in
22 our lifetimes where money is cheap, so I do believe it
23 should be funded by a bond issue. I don't think raising
24 tolls on the other bridges would be that much given the fact

that the money would be so cheap.

So I'm certainly totally against tolling of this bridge. Thank you.

MARK STOUT: Thank you. Thank you. I call John Boyle. John Boyle available?

T10

JOHN BOYLE: Hello. I'm John Boyle. I'm the research director for the Bicycle Coalition of Greater Philadelphia. And the Bicycle Coalition supports the inclusion of the bicycle-pedestrian path under Scudder Falls Bridge. Now they will provide additional connection to two canal tow paths, but will re-establish a non-motorized link between Yardley and Ewing that was lost when the bridge was destroyed by a storm in the 1950s.

We all know about the health issues related to physical inactivity. The access route between the canal and the bridge will add to Lower Makefield's extensive township trail network allowing more residents to access the tow path on foot or bicycle. Even motorists on I-95 can benefit when the Taylorsville Road parking garage has spaces available. And that is the parking area in Delaware Canal Trail and I-295 is a nearby example of this where it's always busy with bikers and cyclists and people who are simply stretching their legs. This is an overpass

in Bordertown or Hamilton Township on I-295. There is actually a scenic overlook, and there is a connection to the Delaware and Raritan Canal.

It will also be the only bridge on

the Delaware River between Philadelphia and Dingmans Ferry that will allow bicyclists to ride across. This will entice the weekend cyclists and walkers who normally end their trips in New Hope or Washington Crossing to explore Yardley, Morrisville and even see the historic sites in Trenton. Once the bridge is built, there will likely not be another opportunity to build a pathway for the next 50 years. Planning for the future of non-motorized travel in a time with an uncertain energy future is a wise investment.

Thank you.

MARK STOUT: Thank you. I call Sue Herman.

T11

SUE HERMAN: Good evening. I'm Sue Herman, president of Residents for Regional Traffic Solutions, Inc. Our organization represents an excess of 9,000 residents in five municipalities in the vicinity of the Scudder Falls Bridge.

We support the inclusion of the bicycle and pedestrian path in the Scudders Falls Bridge

improvement project, as we embrace the concept of complete streets, which is now considered to be good public policy. That is when new highway and bridge projects are planned, they are to be designed to accommodate all users.

Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Residents look forward to a bicycle and pedestrian facility that will

provide improved access to the Delaware River Canal Toll Path on both sides of the river and foster more biking and walking in our community.

Thank you.

MARK STOUT: Thank you. I call June Kohler. June Kohler. Okay.

Next would be -- I apologize. Joe Menard.

T12

JOE MENARD: Good evening. My name is Joe Menard, Lower Makefield Township.

I hate to be a pessimist, but I certainly don't have much faith and trust in government bodies that have no direct responsibility to the voting public.

I listen to the presentation back

when it was in the -- one of the school auditoriums in Lower Makefield in Pennsbury School District, and it was stated to be this brilliant magnificent new thing for all the right reasons and no toll. I cannot believe for a minute that the Commission did not, in the back of their mind, know what was really going to be coming down the road, and it has just been a fake dog and pony show all the way to here, and even now today, you do not have any idea of what the tolls are going to be. I would like to sell you a car tonight and tell you buy the car tonight and next year I'll tell you what the cost is. I would like to -- all the Commissioners on the -- whatever this Delaware River thing, if you would raise your hands if you are here tonight so we would know

who you are because I don't have no idea who any of you are. So there is no one on the Delaware River Port Authority here tonight?

MARK STOUT: I'm sorry. This is really just to take statements, please.

JOE MENARD: Well, I at least want to know who I'm talking to. I think that's reasonable since we don't vote for you. When you talk about the environmental impact, when you have a toll, I won't repeat it. I'll just echo and agree with the impact that's going

to be on all the other toll or all the other non-toll bridges.

Now, I know already in the back of your mind is we're going to solve that problem. We're just going to toll every bridge that's already non-toll now. That's your solution.

The environmental impact and the cost when you don't even -- when you can't even tell us what the tolls are going to be to say okay maybe. Well, maybe we don't want the Cadillac. Maybe we want the Chevy. Maybe we don't -- as somebody pointed out, there is 50 feet of shoulders on this expansive bridge. Well, maybe we want 30 foot. Give us an option. We can't vote for this, and I object to this whole thing.

Thank you.

MARK STOUT: Thank you. I call Susan Vigilante.

T13

SUSAN VIGILANTE: Good evening. I grew up in Ewing and presently live in Yardley off of Woodside. I've been here for at least 50 years. The project needs to happen. It's been needing to happen for a long time. I gauge going back and forth to New Jersey or PA on what time of day it is, how much traffic I'll get caught

in.

I and many of my neighbors bike a lot. We go up the tow paths frequently, and we are really excited that you managed to put this in here. I only wish that there was a safe entrance up Woodside to get on to it.

I do have a few concerns, though. I find it really interesting that you've put circles in on the New Jersey side, and I'm very well-aware haven driven in my parent's car and then finally driving myself and driving my daughter in that area how dangerous that area is. But to put circles in an area when New Jersey and many other states around us have been doing nothing but taking circles out, it seems like you are using an antiquated solution in a pretty modern project.

I hope that when the contracts are going to be written that there will be major priorities so that U.S. materials or materials made in the U.S. are used.

And lastly, I travel a lot to Bethesda quite a bit and many of you may or may not know that Route 200 just opened up taking people from below Baltimore and above D.C. bypassing 495 directly over to the Bethesda area on to 270. It's really great. But I also

24 travel there the first week when there were no tolls and it

2 first opened, and the traffic flow was pretty heavy as noted
3 by the news and the toll -- well, they don't have toll
4 papers, but the data system there. And the second week on
5 December 4th the tolls were instated and from what I read in
6 the news and heard on NPR, the amount of people using it
7 went down 50 percent.
8 Point of it being you really -- I --
9 somebody said it tonight. I really think those of us who
10 live in Mercer County and in the Bucks County area, since
11 you are going to use the E-Z Pass system, it would really be
12 fair and great I believe to give us a reduced toll since
13 many people moved over from the Ewing, Mercer County area to
14 the Yardley area years back because it was a beautiful area
15 to live in and work on both sides, and now we are getting to
16 get penalized for the tolls, which I understand that seems
17 to be the only way to pay this, but I think you need to have
18 some type of system where, you know, somebody who is going
19 through for vacation, Boston to Florida, or, you know, a
20 trucker once a month, they should get paid full, but we
21 shouldn't.
22 MARK STOUT: Thank you. I call Mary
23 Mashack.
24 MARK MASHACK: Hi. I live in

T14

Yardley, and my greatest concern tonight is the toll also. I understand we got to pay for it. I understood the need for a toll. My concern is just your general daily life. Little things that you like to do. Let's just say for on the weekend, you got a project to do on the house, and you want to run over to West Trenton Hardware to pick up a hammer or a rake or some little insulation, the cost of getting there is going to totally be prohibitive of it, and I'll end up at Home Depot, God forbid.

And those are just the little things, the little pieces it's going to take away if you could just -- I'm hoping that the cost to get back and forth is not too prohibitive.

Thank you.

MARK STOUT: I call Scott Gordon.

T15

SCOTT GORDON: Good evening. I'm a little late arrival here, so probably a lot of the issues have been discussed, but I think I have three concerns.

One, as the last two speakers mentioned, is the tolls. I live in Yardley. While we have a river, it doesn't separate our community from West Trenton. A lot of us have family over there. And often I'll travel two or three times over there to see family.

is a lot of the people have to cross that daily don't make a lot of money. And whatever the toll, $1.50 or $3.50, if you don't have an E-Z Pass, it's $3.50, plus we'll send you an administrative charge every time you cross it. Makes no sense at all to me.

And then I think the last concern I have is really a bridge that's only going to funnel in to a few lanes, again, back above Newtown. I'm sure all of these issues have been discussed ad nauseam, but nonetheless are a concern to me.

MARK STOUT: Thank you very much. That exhausts the list of individuals who have signed up to make statements. As I repeat again, there are facilities outside for those who wish to submit comment cards or make statements outside.

We will stay in session until nine o'clock should we have anyone else that wishes to sign up outside at the table and make a statement. Thank you very much.

- - -

(At 8:30 p.m. presentation and public portion completed.)

- - -

MARK STOUT: We have now reached the hour of nine o'clock and having no citizens who have signed for additional statements, I declare this session closed.

(At 9:00 p.m. proceedings were concluded.)

- - -

C E R T I F I C A T E

I hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me in the above cause and that this is a correct transcript of the same.

KIMBERLY A. BURSNER
Court Reporter

Section III – Written Comments from the General Public

W1

Kevin Horgan

From: Matthew Anastasi [matthewanastasi@yahoo.com]
Sent: Thursday, December 08, 2011 5:31 PM
To: Scudder Falls Bridge
Subject: I support the Walkway!

To Whom It May Concern:

I am a frequent visitor and user of the D & R Canal Towpath and I support inclusion of funds toward the construction of a path on the proposed Scudder Falls Bridge reconstruction. It is unlawful to not set aside funding for non-motorized access and the footpath would in my view be an essential link between the D&R and the Delaware Canal Pathways.

Matthew Anastasi
14 W Palmer Ave.
Collingswood, NJ 08108

W2

Kevin Horgan

From: Silvia Ascarelli [sascarelli@yahoo.com]
Sent: Monday, December 12, 2011 6:57 PM
To: Scudder Falls Bridge
Subject: I support bike/ped lanes on the bridge

This will provide another option for non-motorized traffic to get across the Delaware. Just as cars need more than one bridge from Trenton to New Hope, so do bicyclists and pedestrians. Some of these will be recreational users bringing extra cash to the community; some will be commuters who want to save gas money and/or get some exercise and be healthier (lowering medical costs) and freeing up road space on the bridge for motorists. And yes, bicycle tourism can bring in lots of money. Here's a link to a blog post from Adventure Cycling that will lead you to several examples:
http://blog.adventurecycling.org/2011/05/new-data-on-economic-impacts-and.html
This bridge will bring cyclists to and from the East Coast Greenway (think of it as an even longer Great Allegheny Passage that is benefiting communities from Pittsburgh to the C&O Canal in Maryland and has spawned efforts to build other routes from Pittsburgh to Harrisburg and Pittsburgh to Erie) as well as long-distance bicycle routes planned for upstream and downstream on the Delaware and the many recreational riders in Bucks and Mercer counties.
For those politicians who are concerned about spending $9 million for bicycle and pedestrian facilities and who are truly interested in saving money, I would ask why they aren't speaking out against nine lanes for motorists and asking whether we aren't just building excess capacity. The roadways feeding into this bridge aren't four lanes across, and the forecasts show that this bridge will be handling only about 60% of its rush-hour capacity in 2030 (slightly more if there is no toll and then it is entirely paid for by taxpayers ... which of course include bicyclists and pedestrians).
Keep the bike/ped facilities and make sure they are well-connected to the D&R Canal towpath and other local facilities!
Silvia Ascarelli
West Windsor, NJ

W3

Kevin Horgan

From: david c bennett [dster21@comcast.net]
Sent: Thursday, December 08, 2011 9:18 PM
To: Scudder Falls Bridge
Subject: Support for the walkway

I support the proposal for having a Bike/Ped walkway across the Scudder Falls Bridge. It makes no sense to me to build a bridge across the Delaware River that can not accomodate pedestrian and cycing traffic. We need to prepare for the future and not simply adjust for the present. As time goes on, you will see an increase in consumer demand for transportation options that will accomodate those citizens who cannot afford to operate a moter vehicle but do pay taxes for infrastructure improvements.
It is so important to provide for the future as well as the present. Please understand History and make way for future needs!

David C Bennett

21 Pennock Terrace
Lansdowne, Pa. 19050

W4

Kevin Horgan

From: Kat Bohn [kvbohn@gmail.com]
Sent: Wednesday, December 14, 2011 3:08 PM
To: Scudder Falls Bridge
Subject: No Toll on the 95 bridge

I think the budget should be adjusted to either allow a non-toll bridge, or don't replace it at all! Only do the necessary repairs. A lot of companies do a pay bonus for those who carpool. Maybe the 95 commission should offer something similar.

There are enough tolls, enough bills and taxes we need to pay, and there is not enough cash to go around. Why don't you look for investors instead of punishing those bridge-goers with an additional financial burden??

--

Kat Bohn
C: (609) 510-9941
www.facebook.com/indefinitedyad
www.facebook.com/katbohn

W5

Kevin Horgan

From: jerry_foster@comcast.net
Sent: Wednesday, December 07, 2011 4:26 PM
To: Scudder Falls Bridge
Subject: Comments on Scudder Falls Bridge Design

Dear Sirs/Madams,

I'd like to reiterate my support for adding the biking and walking path as part of the new Scudder Falls bridge. This path will get used by many who want to bike and walk for recreation, as well as bike commute to work, and will increase the usage of the trails along the Delaware on both sides of the river. Yes, even though there is a hill to climb to get from the river level to the bridge level. You will be amazed by the usage, the demand for which isn't apparent until the facilities get built.

Regards,
Jerry Foster

W6

Kevin Horgan

From: Richard Himmer [rich.himmer@verizon.net]
Sent: Thursday, December 08, 2011 10:54 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge - The Bike Path to Everywhere

All new transportation projects must consider all modes of transportation - autos, bicycles and pedestrians. A bicycle and pedestrian pathway on the Scudder Falls Bridge will connect the Delaware Canal towpath and the Delaware & Raritan Canal Towpath, and provide an important river crossing point north of Trenton. The crossing will also bring tourism to Yardley. The next bridge up river at Washington Crossing is not easily usable by cyclists because the sidewalk is so narrow.
Thank you,
Richard Himmer

W 7

Kevin Horgan

From: Kelly, Mitch [mitch.kelly@acm.org]
Sent: Friday, December 09, 2011 8:56 AM
To: Scudder Falls Bridge
Subject: Bridge Walkway

Greetings,

I read that the proposed walkway on the Scudders Falls Bridge has been called into question. I think the walkway would be a great idea, it would allow cyclists and pedestrians to cross the river between Trenton and Washington Crossing, connecting the D&R and D&L trails. I don't see how that's a bike path to nowhere. Please include the bike path. Hey, thanks for reading.

Take care,

Mitch Kelly

W8

Joe Grilli

From: Patton, Tom [TPatton@capitalhealth.org]
Sent: Friday, December 02, 2011 7:01 AM
To: Scudder Falls Bridge
Subject: Toll Bridge

Toll bridge on I-95 to alleviate congestion?
Brilliant!

I'll avoid I-95 like the plague!

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http://www.chsmdconnect.com/postx

W9

Kevin Horgan

From: Donald Pillsbury [drpillsbury@gmail.com]
Sent: Wednesday, December 14, 2011 4:39 PM
To: Scudder Falls Bridge
Subject: Please include bike/pedestrian access on new Scudder Falls Bridge

Dear DRJTBC,

I am writing to express my support for the inclusion of bike/pedestrian access on the new Scudder Falls Bridge.

I realize the projected cost of $9 million is a large sum, but it represents less than 3% of the total cost of the project. The structure provides a vital link across the Delaware River between West Trenton and Yardley. Including bike and pedestrian access on the new bridge will connect two popular tourist destinations for cyclists and joggers. The town of Yardley as well as area Bed & Breakfast Inns will see an economic boost from these tourists.

This new structure will be in place for the next 50 years. Providing an active transportation alternative will be a legacy you will be able to share with your grandchildren.

Thank you,

Don Pillsbury

W10

Kevin Horgan

From: Thomas Taggart [traggatmot@gmail.com]
Sent: Friday, December 09, 2011 9:46 AM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge Pedestrian and Bike Pathway

Hello,

I want to voice my support for the Scudder Falls Bridge Pedestrian and Bike Pathway. The bridge should definitely be built with a pathway for runners, cyclists, walkers, etc., to cross the bridge in safety.

Thank you,

Thomas Taggart
Water Quality Engineer
Philadelphia Water Department

W11

Kevin Horgan

From: O'Neil Williams [wo39neil@ymail.com]
Sent: Friday, December 02, 2011 1:21 PM
To: Scudder Falls Bridge
Subject: Include a Bicycle/Pedestrian Pathway on the new Scudder Falls Bridge

Kevin Skeels
Delaware River Joint Toll Bridge Commission

Dear Mr. Skeels,,

I strongly support the inclusion of the bicycle and pedestrian pathway on the Scudder Falls Bridge. The Environmental Assessment estimates that the walkway will only account for $18 Million or 6% of the 300 Million dollar project. Federal Highway Administration Complete Streets Guidelines and NJ DOT Complete Streets Policy set cost reasonableness for at 20% of the total project cost.

Bicycle and pedestrian access to bridges are encouraged in all regional transportation plans including the Delaware Valley Regional Planning Commissionâ€™s Long Range Plan as well as the respective New Jersey and Pennsylvania Bicycle and Pedestrian Plans. Ewing Township, NJ and Lower Makefield Township, PA.have passed resolutions supporting inclusion of the pathway.

I am concerned about oil prices, public health, climate change and dwindling highway funds and believe that our region needs more energy efficient transportation choices, especially bicycling and walking. The Commission should comply with Pennsylvania's Bicycle/Pedestrian Checklist and New Jersey's Complete Streets Policy and should design the new bridge to accommodate bicyclists and pedestrians. I urge you to include a bicycle/pedestrian facility on the Bridge because it is a reasonable, cost-effective and sustainable amenity that will benefit all potential Bridge users.

O'Neil Williams
7701 Lindbergh Blvd.
Apt.2008
Philadelphia, PA 19153

W12

Kevin Horgan

From: Steve Yourtee [labdogsx2@verizon.net]
Sent: Saturday, December 03, 2011 8:08 AM
To: Scudder Falls Bridge
Subject: Tolls, aye or naye?

Are you kidding, or maybe I should say out of your mind?
The report is obviously a well polished editorial, sugar coated and spoon fed to make a toll system on the new bridge palatable. No sense of human reason is considered, in fact the conclusions clearly go against the findings.

For example....the study acknowledges that currently motorists (yes, i'm one!!) go out of there way to cross on a free bridge, congestion or not, any toll savings is both economical as well as psychological. The study concludes that motorists would actually seek out and divert their current behavior to PAY TOLL on a new, improved bridge.....say what?
No way, not me or anyone I know. In fact no matter what, I will avoid a toll bridge and go even more out of my way to take a free route. Translated, that means more traffic on the small, strained free bridge options. Who actually do they think will go out of their way to pay toll? People will avoid toll even if the bridges were next to each other (i.e. Rt 1 and 'Takes, Makes' bridges), yet the study concludes they will go out of their way to pay a toll? No sense of logic or reality on that!
Bottom line..... myself and I'm sure many other motorists, no matter where I'm coming from, north or south, alter their travel route to take a free bridge and will continue to do so. I could go on and on, about logic and psychological reasons, if the simple monetary incentive wasn't enough, but it would surely fall on deaf ears since the study has shown no acknowledgement of those factors....actually has flipped them to a reverse thought process.

Another sidebar to instituting tolls on a new bridge.....I live in Lower Bucks. It's common knowledge that both fuel and liquor is considerably cheaper in New Jersey. The same goes for cigarettes in Pennsylvania, but I don't smoke.
Whenever I need either, I cross the Scudders bridge and fill up or stock up. This is apparantly a routine for many, because typically the Pa. plates equal or exceed the NJ plates at the retailers. When a toll is implemented, that will either stop or have an negative economic impact on New Jersey retailers close to the border. OR increase traffic on the smaller free bridges.
I didn't see any retail economic impact considered in the surveys, maybe they don't understand the scope of who really uses the bridge(s)? It goes much beyond the travelers in the northeast corridor who are going from Florida to Maine, in fact when the Turnpike link is completed, the people who are toll payers will be using that route, so in the future, expect that to be an even bigger down count in travel over the New Scudders Fall bridge, free or not. Maybe it will be proved that there isn't even a need for a new bridge, just new ramps, at much less cost.

Going forward, consider ALL factors in your carefully crafted surveys....they may make for different conclusions!

W 13

Kevin Horgan

From: BonaFideTri [bonafidetri@hotmail.com]
Sent: Monday, December 19, 2011 8:46 PM
To: Scudder Falls Bridge
Subject: Public Comment...

Hello...

Please include a pathway for Pedestrian Travel in the Scudder's Falls Bridge Project. Bike, Run and Walk accessibility please. Thank you...

Sincerely,

Thomas Dillon, MBA
Lower Makefield Township Resident

W14

Kevin Horgan

From: J. Jonik [j_jonik@yahoo.com]
Sent: Sunday, December 18, 2011 7:49 PM
To: Scudder Falls Bridge
Subject: Public Comment

Public Comments on the Scudder Falls Bridge Project

By: John Jonik 2049 E. Dauphin St Philadelphia PA 19125

1) What does toll collectors' union, if any, say about camera only tolls? How many workers out of work?

2) How do un-manned toll systems fit in with officials' endless talk about "creating jobs"? Since this project is "public - private", toll collection jobs would be "private sector jobs".

3) What quantity of traffic will go to side roads to evade tolls, cameras, and E Z Pass? A report that those choosing alternate routes will "not increase congestion" does not answer that question.

4) Heavy trucks, even if not increasing congestion, will be a noise and pollution problem and will put extra wear and tear on side roads. What prevents officials from "solving" this problem by adding new laws prohibiting certain vehicles from using currently-permitted public highways? What "unintended consequences" will result from that?

5) Many, to cut costs, register cars where they don't live day to day. Is it within the law that this camera toll set-up will, just "coincidentally", be about insurance or state-tax dodgers? That has no connection to tolls. If police on the alternate routes presume that some drivers may be improperly registered, that would be a civil rights problem if such drivers are pulled over for some otherwise-ignored infraction or other pretense. Perhaps those who "don't look as if they live in the area" will get special attention?

6) How to pay tolls without having anything mailed to auto registration address? Will signs inform about where to mail toll payments so there will be no need for mail billing from toll authorities? This relates to students and tourists, among others, away from home and personal mail delivery for extended periods.

7) A whole new "crime" will be created or made worse by this camera system as some drivers (in lower income categories, mostly) will camouflage license plates to avoid the tolls, a problem that may only very rarely happen at traditional toll booths.

8) What about confusion if someone besides the car owner drives over the bridge? Will the owner, getting the bill in the mail, have a duty to forward it to whoever was driving that day? What penalties are provided for a car owner who refuses to do, or dos not do, the Toll Collection job?

9) Will Rental Car firms charge renters for the "service" of dealing with toll payments? Will rental firms be obliged to forward the toll bill, or will they pay themselves and charge the renters' credit cards? If the card

becomes inactive after covering basic rental charges, what then?

10) Those who do not want a Private Business....E-Z-Pass...having access to personal information (name, address, license number, direction of travel, time and frequency of travel, etc.) seem to have no option but to pay the penalty fee or take another route.

11) Is it absolutely guaranteed by law that E-Z-Pass Corp cannot, for any reason, provide that info to anyone, including other businesses or even law enforcement...except by a Court Order?

12) Toll collectors have been historically invaluable for giving directions. Was that matter taken into consideration? It cannot be safer if people don't know where they are going after going through tolls.

13) The idea of charging more for drivers who choose not to be associated with the E-Z-Pass business is so reprehensible that it is hard to imagine it's legal. It's coercion. Can it be explained how it is legal for public entities to inconvenience and penalize people for failing to patronize a private business? ...and how did we the people approve of that through our representatives?

14) Such tolls are forms of regressive taxation, as low-income people will pay a larger percent of income for this public service (the bridge) than those in higher income levels. It's legalized injustice and unfairness. Virtually everyone benefits by the bridge whether they use it personally or not, in matters of shipping of food, medical supplies, and all sorts of goods, and also from medical services and visitors' travel. With a toll system, those indirect beneficiaries will be excused from paying their share in management of a public bridge. This applies to tolls on any public bridge or highway.

15) Parcel and other shipping and delivery service firms, will simply add the toll costs to their fees. Essentially, those shippers, though profiting by use of the bridge, will pay nothing for using it.

16) What is the expected cost of all the back and forth mail? How much of it is expected to be lost, thus causing late fees and other penalties?

This toll situation, along with all sorts of added and increasing fines and fees elsewhere, is yet another result of voters believing and electing candidates that promise to "cut taxes". That so many do not care to chip in, proportionate to their income, even for public services they use and depend on, is beyond discouraging.

- John Jonik

W15

Kevin Horgan

From: Jpmaddock@aol.com
Sent: Saturday, December 17, 2011 9:09 AM
To: Scudder Falls Bridge
Subject: Fwd: Scudder Falls Brideg

I got the address wrong the first time.

From: Jpmaddock@aol.com
To: scudderfallsbridgeEcomments@hntb.com
Sent: 12/17/2011 8:14:10 A.M. Eastern Standard Time
Subj: Scudder Falls Brideg

I want to comment on the I-95 bridge project dealing with the existing Northbound entrance onto I-95 North for Route 29, Southbound traffic. This same northbound access to I-95 is used by the State Police from their headquarters on River Road.

The projected alternative appears to eliminate the current northbound entrance off of the River Road.

The traffic going southbound on Route 29 will now proceed over the current approach bridge, under the new I-95 bridge, and into a roundabout and then up onto the new I-95 route.

Into that same roundabout will be all traffic:

1. Going from Route 29 North going onto I-95 South

2. All traffic from Route 29 North going onto I-95 North.

3. All traffic coming off the bridge and going South on Route 29

This roundabout will be heavily used with the three traffic patterns noted above so it seems unwise to also add into this roundabout, all of the traffic going south on Route 29 that wants to go north on I-95.

The simplest solution would seem to maintain a I-95 North bound entrance off of the River Road, where it currently exists.

W16

Kevin Horgan

From: Jpmaddock@aol.com
Sent: Saturday, December 17, 2011 8:13 PM
To: Scudder Falls Bridge
Subject: JPMaddock

I would like to comment on the proposed I-95 bridge project.

Has the projected traffic density taken into account that Interstate Route 95 will eventually be re-routed onto the Pennsylvania Turnpike, (where the current I-95 crosses the Pennsylvania Turnpike) and then over a new bridge that will be built over the Delaware River?

I believe this project has been approved although I don't know for sure the status of that proposed re-routing of I-95, but if that proposal will in effect take place:

1. That rerouting should reduce dramatically the projected traffic over the proposed new I-95 bridge.

2. The roadway over the proposed new bridge, would no longer be I-95, but probably become I-295.

W 17

Kevin Horgan

From: Jpmaddock@aol.com
Sent: Sunday, December 18, 2011 2:34 PM
To: Scudder Falls Bridge
Subject: JPMaddock

I would like to comment on the proposed Scudder Falls Bridge, in particular about the width of the new bridges and the reasons for that width.

Currently there are two lanes of traffic in each direction, for a total of **4 lanes**. In reviewing the design of the proposed project, the combined two new bridges will have **13 lanes**, which seems like a bit of over design!

Proposed breakdown lanes:

What are the probabilities that breakdowns will occur on a bridge, of just over a half mile, at a rate that would ever require the use of both breakdown lanes at the same time and in the same area on the bridge?

I am suggesting that we toll payers simply cannot afford the cost of a second breakdown lane in each direction. If $300 million dollars of the construction cost is earmarked for the 13 lanes, the cost to build each lane would be approximately $23 million dollars.

The very few breakdowns that will occur on this short bridge in the life of the bridge simply do not justify the extraordinary cost of the two extra breakdown lanes.

It was noted in the presentation on Thursday evening that the Federal Government is contributing no funds to this project. If that is the case, and if it is the Federal Government that specifies that the bridges must have two breakdown lanes in each direction, then I submit that those toll payers who will pay for the bridge, and not the Federal Government should have the final say on what the bridge requires in the way of breakdown lanes.

W18

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

I Live in the development along highland Dr and daily take Taylorsville Rd Northbound to get on 95N For work in PRINCETON. The proposed traffic light on Taylorsville Road South of 95 will cause morning traffic to back up on taylorsville and block my ability to turn North bound on Taylorsville Road and onto 95. The traffic light is not needed AT THIS LOCATION and will only serve to create MORNING congestion that does not presently Exist. Please consider the Impact of residents coming out of Highland Dr onto Taylorsville Rd.

Separately I APPRECIATE the use of Sound walls particularly As my property abuts the highway property line. Please continue to place the walls on the ridge and current highway fence line. In terms of wall design, please use color and MATERIAL that blends in with the rural nature of the area.

Use both sides if necessary or attach separate sheet.

Name ALBERT SCEEBO Affiliation

Address 29 CONCORD LANE
Yardley PA

W19

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Hello, my name is Victor Fiori, I reside at 140 Dolington Road, Lower Makefield Twp, Yardley, PA. I am concerned about Stormwater and hydrology issues. In the 1950's the highway destroyed the watershed running streams, and causing flooding problems. I have endured 42 years of flood damage to structures and farm bridges. The late James Coyne, Lower Makefield Township Road master told me that my flooding problem was from I-95 draining into the stream that runs through my tract. Please use ultra modern methods, permiable asphalt, weirs etc. to improve the existing conditions relative to Flooding and hydrology.

Use both sides if necessary or attach separate sheet.

Name Victor Fiori Affiliation

Address 140 Dolington Road
Yardley, PA 19067

W20

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Falls. My other concern is CCTV Cameras and Security along the Delaware Canal State Park towpath. I understand the need for Cameras along the Interstate, but can they be more discreet or hidden from Towpath users. The obtrusive Cameras take away from the Natural beauty of the Canal and it's towpath.

Use both sides if necessary or attach separate sheet.

Name Vic Fiori Affiliation

Address P.O. Box 266
Yardley, PA 19067

W21

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

I am concerned that the toll booth would slow down the traffic (southbound) if it's not an Express EZ Pass.

I merge onto I-95 south at the Route 29 on ramp, and the traffic either whizzes by so we can't merge at all, or is slowed up to a crawl to allow "us" to merge.

Given the expansion, merging should be easier + at a faster speed (for us merging cars) than it is now, but unless the toll is an express, this bridge widening will not alleviate the dangerous traffic conditions at that juncture.

Please, if you haven't already, consider an Express EZ Pass.

I am really disappointed that the updates to the Route 1 bridge did not include express EZ pass. Traffic there has not been alleviated - and especially b/c someone merging onto the bridge on the Jersey side of the river must cross over 2 southbound lanes to try to get into the left most EZ Pass lanes - which are often backed up east of the on ramp (so people get mad that you need to "butt" in line). The EZ Pass only lanes should have been one on the far left + one on the far right.

Use both sides if necessary or attach separate sheet.

Name Carrie Wetherby Affiliation local commuter from PA to NJ

Address 52 Eaton Court
Newtown, PA 18940

W21

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

This is my second comment page, written at 8:30pm after the meeting was over. My concerns were not exactly verbalized during by others during public comment

1) I get on southbound ~~from~~ 95 from "northbound" Rte 29. (Aka - the base of the bridge) and exit at the New Hope exit onto Taylorsville Northbound toward Woodside (aka, the base of the bridge). ~~Please do not~~ + I rarely am able to get up to "the prevailing speed of traffic" by the time I have to exit (without spending a lot of gas in rapid acceleration). Would you plan to tell me? Where will the toll booth ~~the~~ be placed, exactly?

2) We do not need 2 traffic circles, especially not for those traveling in my direction of traffic - which is the majority of the traffic in that area. There is a need to eliminate the "scissor ramps/lanes" simply because they are terribly scary, dangerous + confusing. ~~Plus~~ Plus, there is very little traffic that goes through the scissor area, so a traffic circle there is probably an okay idea. Traffic circles as a whole are frightening and confusing and are being gradually eliminated, so I think they are an archaic + outdated solution to the scissor area.

3) In my 4.5 years of traveling this area at rush hours (am + pm) I have never seen or ~~heard~~ been inconvenienced by an accident. EVER. But I was recently rearended on the exit 49 offramp in Newtown aiming off of I-95 southbound. I think that is out of your jurisdiction though

Use both sides if necessary or attach separate sheet.

Name Carrie Wetherby **Affiliation** resident of Newtown employee in Trenton

Address 52 Eaton Ct
Newtown PA 18940

W22

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

AVERAGE AMERICANS LOSE SOME 55% OF THEIR EARNINGS TO GOVERNMENT AND TAXES. I LIKE MOST IF NOT ALL OF MY NEIGHBORS APPOSE ~~THE~~ ANY EFFORTS TO IMPOSE A NEW TAX COUCHED IN THE FORM OF A TOLL ON THIS PROJECT EITHER NOW OR ANYTIME IN THE FUTURE.

100s IF NOT 1000s OF BRIDGES ARE BUILT THROUGHOUT THE USA EACH YEAR AND DO NOT IMPOSE AN ADDED TAX/TOLL. ANY FUNDING SHOULD BE SHOULDERED BY FEDERAL AND/OR STATE FUNDS OR THE PROJECT SHOULD NOT BE IMPLEMENTED. AS A LOCAL, THIS ~~WILL~~ PROPOSED TOLL WILL EFFECT MY INTERSTATE COMMERCE AND SERVES AS ~~SERVE~~ AN UNCONSTITUTIONAL ACT. ~~SEE~~ AGAIN NO STATE HAS THE RIGHT TO REGULATE INTERSTATE COMMERCE. THIS MEANS INTERRUPT REGULAR COMMERCE BETWEEN STATES WITH ADVERSE ACTS SUCH AS IMPOSING A TOLL.

Use both sides if necessary or attach separate sheet.

Name RONALD HARLAND Affiliation LOCAL RESIDENT

Address 1 HARLOW COURT
YARDLEY, PA 19067

W23

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

What is the means for bridge tolling - E-Z pass, license plate photo capture?

If there is no E-Z pass, will the tolls be higher than for those with E-Z pass? - Is this fair?

Use both sides if necessary or attach separate sheet.

Name Concerned local user Affiliation

Address Yardley

W 24

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa5@aol.com

WRITTEN COMMENT SUBMISSION: December 15, 2011

Public Hearing at Sheraton Bucks County Hotel

RE: Project Name: *I-95/Scudder Falls Bridge Improvement Project*

Residents for Regional Traffic Solutions Inc., an organization representing well in excess of 9,000 residents in five (5) municipalities in the vicinity of the Scudder Falls Bridge, supports the inclusion of the bicycle and pedestrian path in the *Scudder Falls Bridge Improvement Project*. We embrace the concept of "Complete Streets", which is now considered to be good public policy – that is, when new highway and bridge projects are planned, they are designed to accommodate all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a "Complete Street". Residents look forward to a bicycle and pedestrian facility that will provide improved access to the Delaware River Canal Towpath on both sides of the river and foster more biking and walking in our community.

Susan Herman
President, Residents for Regional Traffic Solutions, Inc.

W25

David & Esther Fiori
Victor E. Fiori
140 Dolington Road
P.O. Box 266
Yardley, PA 19067
215-378-7276
prospectfarm@verizon.net

December 15, 2011

~~Congressman Mike Fitzpatrick~~ Bridge Commission
~~Mr. Barbara Mitchell~~

RE: Public Meeting discussing Environmental Assessment.

Dear Sirs,

I am here tonite to address my concerns for stormwater and hydrology concerns. My family and I have been suffering from flooding for 42 years. We have been told time and aqain by
Lower Makefield officials that alot of our flooding is from four miles of roadway draining into the stream that flows through our tract.

We also are concerned with the hydrology of the acquifer being further impacted by more impervious surfaces. The area is underlaid with Triassic fractured sandstones of the stockton acquifer and
layer is now very shallow due to the existing roadway being under original grade levels of pre construction water shed topography.

We have cleaned flood debris for 42 years, lost bridges to flooding, endangered our lives in 1996, and now cleanup all sorts of trash on almost every rain storm event.

What I would like to see is not only effective storm water managment, but also ground infiltration/pervious blacktop or riprap weirs to keep the groundwater levels at pre construction
levels.

Another concern of mine is if the "Rest Area" is fully sewered by public utilities? This rest area was put in during the early 60's and has an antiquated septic system which with the new bridge
would make a heavy load of sewer pollution introduced into the ground water. This must be connected to public sewers of Pownal Drive to the North.

Respectfully,

Victor E. Fiori

W26

December 18,2011

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION ENGINEERING DEPARTMENT
2011 DEC 20 PM 2:57

Dear Mr. Skeels:

I am writing this letter in order to vehemently protest the proposed Scudder Falls bridge project. I was unable to attend the hearing last week to voice my objections in person.

Let me state that the disruptions of traffic on the bridge plus the noice and dirt produced by such construction are not worth the announced $322 million cost of the project. To add insult to injury, the prospect of us drivers having to pay a dollar or more when using that bridge, when now we pay nothing at all is intolerable and unnecessary. For years, I and thousands of other drivers have gone out of our way to use this free bridge in order to avoid the toll bridges.

My suggestions for bridge improvement are:

a) Repave it, 1 lane at a time,while keeping the other lanes open.

b) If possible, do this repaving, only at night (after 8pm) in order to inconvenience a minimum of drivers.

c) Do not widen the road. That would considerably reduce the duration of the project and the cost.

d) Therefore, no toll would be needed to defray the cost, or a maximum of 50 cents per trip.

Also, the idea of adding an administrative fee (as mentioned in the Phila. Inquirer last week) is outrageous and unacceptable.

As a person who has used that bridge for decades, my perspective is that the bridge is excellent, and requires, if any change, a minimum of attention. Please spare all of us the prospect of a long,unpleasant, and extremely expensive experience. Any possible benefits do not at all justify the obvious negatives that thousands of people would have to endure.

Please feel free to phone me at the number below.

Do spare us of the torture of the proposed project. Thank you.

Steve Richman (215) 728-7654

Steve Richman

W 27

ASSOCIATED GENERAL CONTRACTORS of New Jersey

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
ENGINEERING DEPARTMENT
2011 DEC 20 PM 3:18

December 15, 2011

JOSH BENSON
President

GENE SULLIVAN
Vice President

MICHAEL CRISCOLA
Treasurer

ROLANDO ACOSTA
Secretary

JACK KOCSIS, JR.
Chief Executive Officer

THOMAS J. DIGANGI, JR.
Executive Director

Mr. Kevin Skeels
Senior Program Area Manager
DRJTBC
110 Wood and Grove Streets
Morrisville, PA 19067

Re: Addendum to the EA for the Scudder Falls Bridge Improvement Project
Position of the Associated General Contractors of New Jersey

On behalf of the Associated General Contractors of New Jersey (AGC of NJ), I submit this letter of support for the I-95/Scudder Falls Bridge Improvement Project and the implementation of a cashless tolling system as the sole source of revenue for its construction.

The findings of the Addendum to the Environmental Assessment (EA) revealed that the cashless tolling system will not create additional traffic congestion problems on local roads and bridges as was disclosed in the original Environmental Assessment document. With little or no financial assistance from New Jersey, Pennsylvania and the federal government for the project, a cashless tolling system will insure that the users of the replacement bridge and surrounding roadways bear the cost of the project.

The AGC of NJ has been an active proponent of this critical infrastructure project since its inception, and we appreciate the due diligence taken by the Commission over the past eight years to ensure that the design and construction of the bridge have minimal additional impact on local roadways, adjacent river crossings and surrounding historic and cultural resources.

The AGC of NJ is a statewide trade association comprised of hundreds of members engaged in heavy, highway, site development and utility construction. If we can be of further assistance, please call us at: (732)738-9454.

Sincerely,

Tom DiGangi, Jr.
Executive Director

TD:cf

c: Jack Kocsis, Chief Executive Officer
Carol Fulton, Associate Executive Director

Raritan Center, Raritan Plaza II, 91 Fieldcrest Avenue, Edison, NJ 08837
Phone: (732) 738-9454 • Fax: (732) 738-8722
Email: info@agcofnj.com • Website: www.agcofnj.com

W 28

Kevin Horgan

From: Jpmaddock@aol.com
Sent: Tuesday, December 20, 2011 5:42 PM
To: Scudder Falls Bridge
Subject: Fwd: JPMaddock

From: Jpmaddock@aol.com
To: scudderfallbridgeeacomments@hntb.com
Sent: 12/20/2011 5:38:59 P.M. Eastern Standard Time
Subj: JPMaddock

I would like to comment on the proposed I-95 bridges project. My concern is with what the projected tolls will have to be to cover the announced cost of the two new bridges.

HISTORY

The Deleware River flood of 1955 swept away the Yardley- New Jersey bridge and in its place was constructed a :"bailey bridge" over the Delaware, and this bridge remained in operation until the I-95 bridge was opened in 1960. At the time the new bridge project terminated at the Newtown Exit and in New Jersey at Scotch Road.

The I-95 bridge remaained a local bridge, for all intensive purposes, until I-95 was constructed up to the bridge on the Pennsylvania side sometime in the 1970's.

I would submit that most of the traffic on the bridge today comes from Mercer & Bucks County, so that the new $330 million dollar bridge will probably remain basically a local bridge, especially since I-95 is proposed to cross over the Delaware on the Penna Turnpike when that project is completed,

In any event, it would seem to me that residents of Mercer and Bucks Countiues should receive "local" toll rates to use, what to most drivers, is still a local crossing of the Delaware River. This concept of lower pricing for consistent users is in effect in many areas of our economy and should be considered for this proposed new bridge.

W 29

Kevin Horgan

From: Jpmaddock@aol.com
Sent: Wednesday, December 21, 2011 2:30 PM
To: Scudder Falls Bridge
Subject: JPMaddock

I would like to comment on the two I-95 bridges and specifically on the proposed bike path that is incorporated into the design of the new bridges.

While the idea of a bike path utilizing the new bridges is a worth while concept; the question becomes, will the vehicle toll payers be asked to pay for this bike lane?

If there will be no state or Federal funds provided for any part of this bridge project, then we toll payers will be asked to pay for the bike lanes. Bikers can currently use the Calhoun Street Bridge or the Washington Crossing Bridge, which is only 2/12 miles upstream.

Is it worth the cost of constructing the bike lanes when the bikers can cross the Delaware just up stream?

Because of the staggering cost of this proposed project, if the bike path remains an element of the project, it seems to me that bikers should be asked to pay for the construction of their bike lanes, just as we drivers will be asked to pay for the vehicle lanes.

W 30

Kevin Horgan

From: Carol Kelly [carols2647@aol.com]
Sent: Monday, December 26, 2011 6:37 PM
To: Scudder Falls Bridge
Subject: Scudder Falls Bridge

Mr. Skeels,

We need to keep Scudder Falls Bridge a free bridge. If it becomes a toll bridge, commuters will try to avoid the toll by taking other bridges which are free. One which would be impacted would be the historic Washington Crossing Bridge between Washington Crossing, PA. and Titusville, NJ. This bridge spans the area where General George Washington crossed the Delaware on Christmas night in 1776 and proceeded to Trenton to win a decisive battle. More traffic on this unique bridge would have a negative affect upon a beautiful area that is already suffering from the traffic. Please help us to maintain our heritage and keep the traffic from increasing in the area of the Crossing that changed the course of the history for the Western World. Keep Scudder Falls free!

Thank you.

Carol Kelly

W31

Kevin Horgan

From: Scott F [scottf87@rocketmail.com]
Sent: Tuesday, December 27, 2011 6:25 PM
To: Scudder Falls Bridge
Subject: Concerns about bridge project

I am a long time resident of Yardley, PA and I have a few comments about the project.

On the positive side, it's good to see that the project will add lanes on the bridge. Some days I work in Trenton, NJ and the traffic backup getting onto I-95 north in the mornings is unbearable. Sometimes I will take one of the other bridges, but traffic on them can be nearly as bad. The extra lanes should help reduce my morning commute time.

However, I don't like to idea of a toll. Especially on an interstate.

I'm in favor of a bike ramp but it should be at a reasonable cost, not millions of dollars.

How long will traffic be messed up because of construction?

W32

Richard Rash

From:	geostar66@verizon.net
Sent:	Saturday, December 31, 2011 11:06 PM
To:	scudderfallsbridge@aecom.com; George G. Alexandridis
Cc:	Richard Rash; Richard L. McClellan; Kevin Skeels
Subject:	Public Comment On Scudder Falls Bridge Improvement Project

I would like to thank the Delaware River Joint Toll Bridge Commission (DRJTBC) for continually educating the public during Open Houses and Public Hearings on the Scudder Falls Bridge Improvement Project. I still have concerns, however, of the resolution passed at the December 2009 meeting of the DRJTB's Commissioners authorizing the agency's director to "take all steps necessary to toll the Scudder Falls Replacement Project" at some future date.

Residents of the Delaware River bordering municipalities of Mercer and Bucks County have always shared a common bond in both family units and commerce. Many have family and aging parents in both the Trenton area suburbs and the Philadelphia area suburbs and must make daily or multiple trips each day across the Scudder Falls Bridge to attend to their needs. Others cross the bridge in their local commute to places of employment. The addition of a crossing fee would be a financial burden and drain on the already tight finances of families trying to meet current expenses, especially since Scudder Falls has historically been a non-toll bridge. The additional $250 to $500 per year that local residents would have to pay to cross the bridge means a lot to those on limited incomes.

I was told that although two axled vehicles (i.e., automobiles) account for about 75% of traffic on bridges crossing the Delaware River, it is the multi-axled trucks, trailers, buses and commercial vehicles that account for about 75% of toll revenue. It is also the heavy multi-axled trucks, trailers, buses and commercial vehicles that cause most of the road surface damage to the bridge, requiring costly maintenance.

If a cashless toll is to be placed on the replacement bridge, it should only be for multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles. The cashless image taking toll can be situated just in the far right lanes for such heavier traffic. This successful scenario already exists on the NY Thruway (Interstate 87 / Interstate 287) at the Spring Valley Toll Barrier, just west of the Tappan Zee Bridge. Residents of both Pennsylvania and New Jersey would be more accepting of a toll and with less resistance and protest if the crossing fee only applies to multi-axled trucks, trailers, buses and commercial vehicles.

I also understand any proposed toll would be cashless, meaning that vehicles would travel through the toll at normal highway speeds (55 to 65 mph) and photo-imaging technology would record the license plates of passing vehicles and an invoice would be mailed later. As long as the tolling method remains cashless at highway speeds, then I foresee no increases in pollution, green house gas emissions, accidents and congestion. Any deviation from a cashless photo-imaging based format or going to mandatory E-ZPass would be contradictory to the whole purpose and goals of the project and would only cause increases in pollution, green house gas emissions, accidents and congestion.

Thank you for considering my concerns and suggestion. I hope you will seriously consider tolling just multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles, and not regular passenger cars and automobiles.

Respectfully submitted,

George Spais,
Ewing Township, New Jersey

W33

Richard Rash

From: William Brooks
Sent: Tuesday, January 10, 2012 11:32 AM
To: Richard Rash
Subject: FW: SFB EA Addendum Public Comment

From: Kevin Skeels
Sent: Tuesday, January 03, 2012 3:25 PM
To: Richard Rash; Joe Grilli
Cc: William Brooks; Richard L. McClellan; Joseph F. Donnelly
Subject: FW: SFB EA Addendum Public Comment

Rich –
Let's add this comment to the response document

Kevin

From: Richard L. McClellan
Sent: Tuesday, January 03, 2012 3:20 PM
To: Kevin Skeels
Cc: Joseph F. Donnelly
Subject: Fw:

Kevin,

I'm on vacation. Received the email I am forwarding, As it refers to tolls, please advise as to responding. Also, please circulate to the usual distribution list.

Rich

From: Joseph Harm <jo-har@msn.com>
To: Richard L. McClellan
Sent: Tue Jan 03 14:54:55 2012
Subject:

I just wanted to touch base with you on this. I live in Newtown for 25 years. I am a traveling salesman that goes up and down I-95. All i want to say is that i will definitely use the Washington Crossing Bridge on the way home. I believe you will be driving the traffic to the smaller bridges. I know many from my area will take the small bridge daily.
Also i have EZ Pass . How are you going to collect the paperless tolls from people coming south bound on 95. I see just a disaster happening with this.
Raise the tolls for the other bridges to support this.

W34

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
PROJECTS DEPARTMENT

2012 JAN -6 PM 1:50

Mark McFeeters
1142 Woodside Rd
Yardley PA 19067

1-3-2012
Kevin M. Skeels, P.E., Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, Pa 19067

Dear Mr. Skeels:

I am writing this letter concerning the proposed I-95 Scudder Falls Bridge Improvement Project. I own the property that is situated at 1142 Woodside Rd., Yardley Pa. It is the grey/white bungalow that sits directly opposite of the house that will be condemned that is close to the bridge embankment on the PA north side. I have provided a simple sketch for clarification purposes.

While I concur that the existing bridge is functionally obsolete, I do have what I believe to be reasonable and legitimate concerns with four general areas of the improvement project. They include the proposed tolling of the bridge, the specific construction detailing of the noise walls and bike path, the logistical requirements of the day to day bridge construction process, and the final appearance of the "wetlands" that are plan designated between Woodside Rd. and the proposed bridge, directly across the street from my property.

I have owned 1142 Woodside Rd. since 1988, and unfortunately have suffered through a series of indignities that were beyond my control, namely four catastrophic floods since 2004. I mention this to highlight the fact that there are homeowners along this particular stretch of the Delaware River have been through a lot, we have been repeatedly tested, and I don't want our interests to be marginalized for lack of participation in this planning process. I am sending this letter by way of email to satisfy your comment request by Jan. 3rd, but will also send a paper copy to your office by certified mail. Additionally, I will copy State Representative Steven J. Santarsiero on this letter and any future correspondence on this matter.

Here are my concerns, please consider them openly and thoughtfully, as the consequences of this massive endeavor will be permanently set in concrete and steel.

1. Tolls

By tolling the bridge, an undue burden will be placed on the local businesses that engage in commerce interstate between NJ and PA. I am a contractor that conducts business on both sides of the river, and in the course of normal business I will cross the bridge one way two to six times per day gathering materials, moving from job to job, etc.. The added costs from tolls would land squarely on my shoulders. I can tell you with certainty that in my particular case, the market simply will not bear any additional costs, so I will be burdened with yet another item in a long list that over time, has eroded my ability to extract even a modest salary from my business. Every dollar counts to me any my family, there is no such thing as disposable income, the self employed are very much at risk here.

I am suggesting at this time that the Bridge Commission consider a discounted toll rate for vehicles registered within a close proximity to the bridge, -or- to set up a tolling system that would allow for unlimited crossings of the bridge in a twenty four hour period for each toll paid. This would reduce the burden on locals that use the bridge more than once daily for business or personal reasons. It is hard to quantify the effects of tolls, but looking at the issue objectively, there will most certainly be added financial burdens, but also changes in free river bridge crossings up and down river in terms of volume. Don't underestimate the prevailing mentality that free is a better deal.

2. Noise Wall and Bike Path

Clarification is needed on what constitutes a "glare screen" and what constitutes a "noise wall". They are both labeled on the master plan on one continuous line with no demarcation or distinction between the two. I inquired at the December 15th meeting and was given conflicting answers. From Bridge Commission representatives I was told that the difference was in the height of the wall, and was also told that there was no difference. This is important to me as a lower wall on the bridge section would have different sound control characteristics than a higher noise wall. If there is a crossection plan of both the glare screen and the noise wall I would like to take a look.

I have concerns with the bike path. The first is that the placement of the "switchback" on the PA side will, in effect, compromise the integrity of the noise wall on that side. One could effectively design a house to be soundproof, but open the front door and it all is for naught. Something to consider in the final design of the bike path.

Secondly, the placement of the switchback as shown on the plan will require an additional footbridge on Woodside Rd., as there is a stream crossing under Woodside Rd., and there is no way to put a sidewalk on the stream bridge since there is no shoulder. To funnel bike traffic over the stream bridge with no shoulder is a head on collision waiting to happen. I walk this bridge often and can see clearly the dangers.

As an alternative, I am hoping that the Bridge Commission would consider a different placement of the bike path off ramp on the PA side. I have two suggestions, I don't know if they are viable but I was told that the bike path details were not yet finalized so I hope you will consider these options:

Alternative 1. Place the switchback to connect directly to the canal tow path. The engineering of this location may be more challenging than as shown on the master plan, but there would also be no additional costs for sidewalk or footbridge. The Bridge Commission will soon own this property by way of eminent domain, so I don't think that is an issue.

Alternative 2. Extend the bike path to Taylorsville Rd. and use a sweeping bike off ramp similar to the current vehicular exit that will be eliminated as part of the construction. Connect the bike path to the Park and Ride directly. This is already a starting point for all bikers that drive to use the canal path for recreation, they would simply bike along Woodside Rd. a short tenth mile to connect to the canal tow path as they already routinely do. Few have the expectation that the bike crossing be directly connected the Pa side canal tow path, a connection to a pre-existing public parking lot would seem to make better sense. Signage could be added to direct bikers to the canal tow path. As a local property owner, this would be the preferable bicycle off ramp location, well lit and in plain view. To my knowledge, it has not been made clear if the bike path will be open dawn to dusk like the canal tow paths, or twenty four hours.

3. Construction Logistical Issues

Where will the staging areas be for this project? What protection will local residents have from the onslaught of trucks and machinery that will be required to complete this project ? Woodside Rd., while not traffic free, is a fairly quiet collector road. I am most concerned that the contractors will set up shop under the bridge on River Rd., or worse yet at the condemned property at 1149 Woodside, and go back and forth, in and out for three plus years. This would negatively impact quality of life for an inordinate amount of time and is preventable with reasonable enforcement of clear contract guidelines for contractors, including the enforcement of the 17 ton load limit of the Woodside Rd. canal bridge. Also, construction should be limited during overnight hours whenever possible.

4. Final Appearance of Demolished House and Property at 1149 Woodside

The house located at 1149 Woodside is shown to be removed on the master plan. I want to make sure that the Bridge Commission has no plans for this property other than to remove the house completely, and to return the property to a natural wetlands state. This would mean the complete removal of the buildings, and importantly, the removal of the long driveway that connects the house to Woodside Rd.. I don't want to end up with a driveway in front of my house that leads to an isolated section of a wooded area by the bridge. That could only lead to trouble. If there is a landscape plan for this area, the addition of evergreen trees for screening would be beneficial from an aesthetic point of view.

Thank you for taking my comments under consideration, please feel free to contact me,

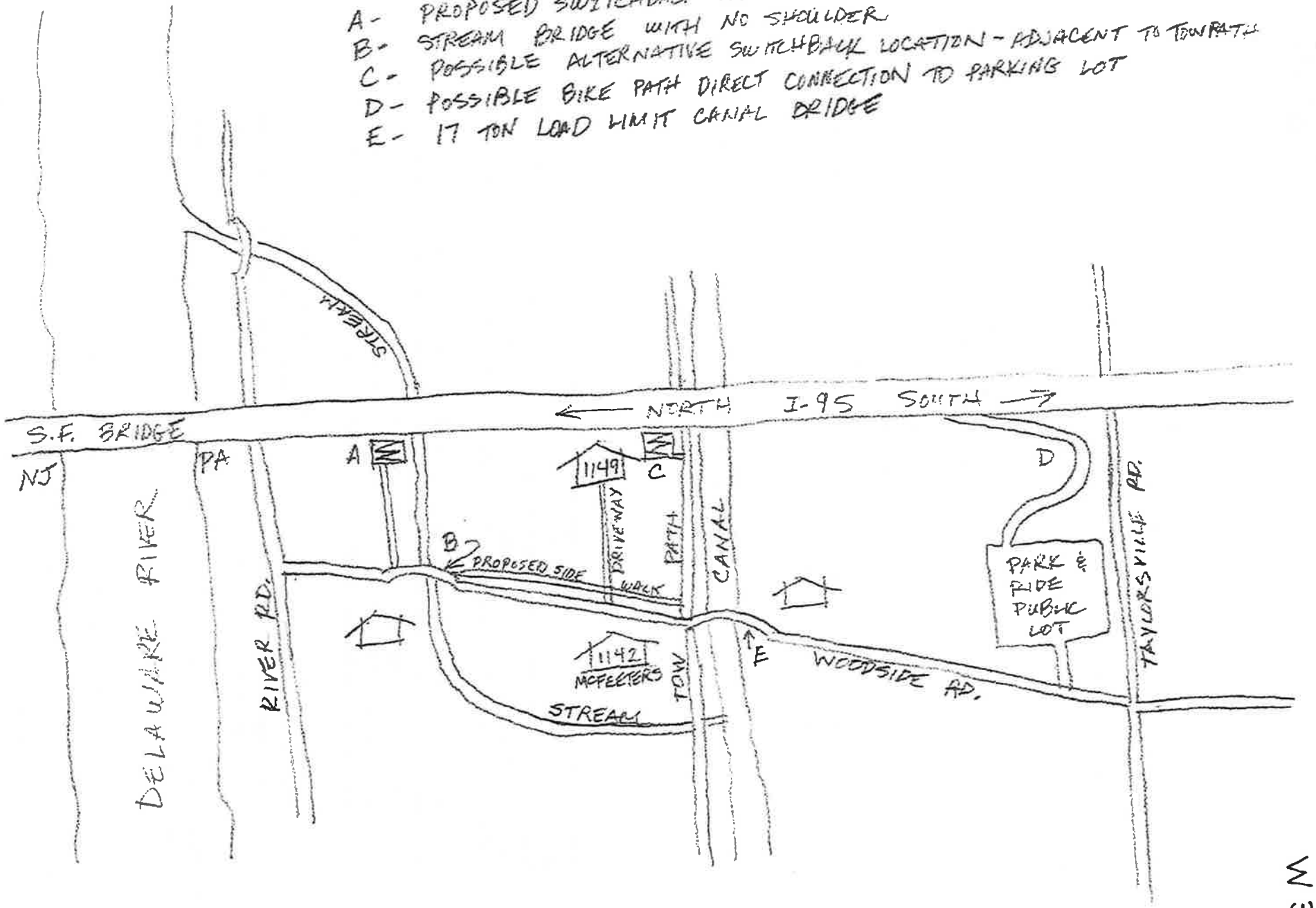
markmcfeeters@aol.com
215-493-7596 voice
215-704-2592 cell

Sincerely,

Mark McFeeters

cc: Steven J. Santarsiero, PA House of Representatives

A- PROPOSED SWITCHBACK LOCATION W/ SIDEWALK TO TOWPATH
B- STREAM BRIDGE WITH NO SHOULDER
C- POSSIBLE ALTERNATIVE SWITCHBACK LOCATION - ADJACENT TO TOWPATH
D- POSSIBLE BIKE PATH DIRECT CONNECTION TO PARKING LOT
E- 17 TON LOAD LIMIT CANAL BRIDGE



- NOT TO SCALE -

W 34

W35

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
ENGINEERING DEPARTMENT
2011 JAN -3 PM 2:23
2012 EPD

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at this meeting or mail to:

Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Thank you for the opportunity to share my thoughts and comments on the bridge plans. I attended the December 15th presentation at the Sheraton Hotel and from the presentation learned the bridge will have 11 traffic lanes (6 for thru traffic, 3 for entering/exiting traffic and 2 for potential use by buses), two shoulders and a bike lane. The plan for the bridge is well thought out and forward looking, sufficiently accounting for traffic growth well into the future. Good work.

At the meeting concerns about the cost of the bridge and tolling were repeated concerns. Balancing these concerns with the current economic environment and with what I experience everyday traveling the bridge may I respectfully suggest for consideration the possibility of building the new bridge in two phases, with the first phase consisting of either the north or south bound bridge only (whichever makes better sense). Phase two would see the other direction built.

In phase one, current and near term future traffic backups can be addressed with the six/seven lanes that would be available on one new bridge. Four could be used for thru traffic and two/three for entrance/exit auxiliary lanes. Then when the economy picks up and traffic volumes increase with it the other bridge would be built.

These are difficult economic times and perhaps a phased approach can help manage the costs and manage traffic congestion both at the same time.

Use both sides if necessary or attach separate sheet.

Name John Rozolis Affiliation

Address 182 Argyle Road
Langhorne Pa 19047

W 35

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION ENGINEERING DEPARTMENT

2012 JAN -3 PM 2:24

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

P-3

At the meeting held in the Sheraton Hotel on December 15th I heard our elected official speak out against P-3, which I understand is leasing out the management and operation of the bridge to a third party. I especially remember his point that such action reduces the people's voice regarding the roads in a P-3 scenario.

I agree 110% with the points raised by our elected official against this type of action and urge the bridge commission not to outsource the management and operation of the new bridge to a third party.

Thank you for the opportunity to comment on bridge plans.

Use both sides if necessary or attach separate sheet.

Name John Rozolis Affiliation

Address 182 Argyle Road
Langhorne Pa 19047

W35

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION ENGINEERING DEPARTMENT
2011 JAN -3 PM 2:24
2012404

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Route 29 Roundabouts/Circles

Thank you for the opportunity to comment on the bridge plans. Attending the December 15th presentation I was surprised to hear roundabouts will be used at the route 29 interchange. For me roundabouts are not 21st century road design for busy interchanges and thus this is the one aspect of the bridge plan I do not feel is projecting out 20 years into the future. Today's drivers do not understand roundabouts (e.g. who has the right of way, etc) and cars move faster than in the past. Personally I do not like driving the Route 31 or Flemington circles.

I would prefer the current traffic pattern remain rather than spend money on roundabouts.

Thank you for the opportunity to comment.

Use both sides if necessary or attach separate sheet.

Name John Rozois Affiliation

Address 182 Argyle Road
Langhorne Pa 19047

W35

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION ENGINEERING DEPARTMENT
2012 JAN -3 PM 2:24
401A CAP

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Bridge Tolling

Thank you for the opportunity to share my thoughts and comments on the bridge plans.

I commute everyday from Pa. to NJ and am not in favor tolling on the bridge in any form. In addition to the additional out of pocket costs for commuting, the toll will have a negative personal impact as it will prevent me from making multiple trips over the bridge during a single day which I currently do for running errands, grabbing lunch or attending appointments (e.g. doctors) in Pa.

If a toll is unavoidable I ask the bridge commission consider the following:

- To set the toll as low as possible
- To limit the toll to one charge per day. If you can limit the toll to one charge per day no matter how many times the bridge is crossed it specifically addresses concerns of local residents who take multiple trips in a single day.

Use both sides if necessary or attach separate sheet.

Name John Rozolis Affiliation

Address 182 Argyle Road
Langhorne Pa 19047

W 35

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
ENGINEERING DEPARTMENT
2011 JAN -3 PM 2:23
2012 CPD

I-95/Scudder Falls Bridge Improvement Project
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Comment Form
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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Bicycle Enhancement

Thank you for including a bike lane on the new bridge. I hope to use it when it is ready, but I do see two potential deterrents to bikers that I would like to share. Hopefully, you can consider these thoughts in the final plans.

1. I understand to account for the higher elevation of the bridge; bike access to the bridge will be achieved using a zigzagging ramp from the canal up to the bridge. Bikers don't like such ramps (personally I don't even like the little ramp at Washington's crossing). Would it be possible to use the current south bound "off ramp" for the bike lane? Bike access could run from the parking lot, along Taylorsville road and onto the bridge using the current "off ramp" (which is not planned to be used for cars for the new bridge)
2. It is a long bridge and bikers would rather bike across, rather than walk. If possible, please design it so bikers can bicycle across the bridge, or part way across. If I had to walk the entire length I would probably cross at Washington's crossing and that would defeat the purpose of a bicycle lane.

Again, thank you for the time and efforts in planning for bicycle access on this bridge.

Use both sides if necessary or attach separate sheet.

Name John Rozolis Affiliation

Address 182 Argyle Road
Langhorne Pa 19047

W 35

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION ENGINEERING DEPARTMENT
2011 JAN -3 PM 2:23
2012 CRL

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Regarding: Exit 49

Please revisit the traffic patterns at Exit 49 (Newtown). While the new interchange at exit 49 has alleviated traffic congestion entering onto route 95 in the morning rush hour, it created traffic backups for traffic exiting southbound route 95 at exit 49. Exiting traffic can back up a mile on route 95.

Thank you.

Use both sides if necessary or attach separate sheet.

Name ~~John Rozolis~~ Affiliation

Address ~~182 Argyle Road~~
~~Langhorne Pa 19047~~

W 35

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
ENGINEERING DEPARTMENT

2011 JAN -3 PM 2:23

2012cpd

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Bridge tolling impact to nearby non-toll bridges

I read the impact study and do not necessarily agree with its conclusion stating the toll on the Scudder Falls Bridge will not increase traffic on the nearby toll-free bridges to unsatisfactory levels. Hopefully I am wrong and the study is correct. But if the impact study turns out to be inaccurate what are the contingency plans to address any unsatisfactory traffic volumes at the nearby free bridges?

Thank you for the opportunity to share my thoughts and comments on the bridge plans.

Use both sides if necessary or attach separate sheet.

Name John Rozolis Affiliation

Address 182 Argyle Road
Langhorne Pa 19047

W 36

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
ENGINEERING DEPARTMENT

2012 JAN -3 PM 2:38

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Dear Delaware River Joint Toll Bridge Commission, My concern is for hydrology and stormwater management. I live in the watershed that has been destroyed partially by 95 during it's construction in the 1950's. My hope is that flooding can be better controlled, and ground water recharge can be increased to pre road-way levels. I hope that with all the increased technology in engineering you can improve conditions for people like myself in this Scudder Falls Watershed.

Secondly, my concern is about the "rest area". This rest stop was built in the 1950's, and with modern growth I believe it must be transformed to service car travelers only. So many tractor trailers park there that overflow parking occurs on the southbound ramp. This rest area also contributes non source point pollution to my watershed. Looking at the number of trucks there it forces car travelers to go elsewhere.

Respectfully,

Victor E. Fiori

Use both sides if necessary or attach separate sheet.

Name Victor E. Fiori Affiliation

Address 140 Dolington Road
Yardley, PA 19067

W 37

C-502A-3C.

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
ENGINEERING DEPARTMENT

2012 JAN -4 PM 12:27

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

Dear Kevin,

I am writing to make sure my concerns are heard about stormwater from this project. Stormwater from this highway has been a major contributor to our flooding. Hurricanes, severe noreasters and similar. Storms cause damaging flooding throughout my property and my neighbors. Lower Makefield Township officials have told us that this flooding is caused by I-95 discharging into our stream.

I ask that the fragile hydrology of this area be preserved as well. I-95 between Dolington Road and the Rest Area is underlain by triassic sandstone of the Stockton Acquifer. The groundwater level was changed and springs dried up as a result of this watershed being transformed by I-95. Is it possible to control stormwater, and at the same time enhance ground water recharge?

I am also concerned with the various wildlife that will be impacted by this project. I have a pond that is loaded with turtles of which I have never had professionally identified their species. In years past, I have been in contact with the PA DEP, PA Fish and Boat Commission, and the Bucks County Conservation District due to impacts from development. I really care about the health of this stream.

I have also shown Congressman Mike Fitzpatrick and Lower Makefield Township Supervisor Peter Stanthorpe this stream and told them my concerns for it.

Use both sides if necessary or attach separate sheet.

Name Victor E. Fiori Affiliation

Address 140 Dolington Road
P.O. Box 266
Yardley, PA 19067

W38

DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
ENGINEERING DEPARTMENT

2011 DEC 20 PM 3:21

I-95/Scudder Falls Bridge Improvement Project
Addendum to the Environmental Assessment

Comment Form
Public Hearing: December 15, 2011

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Kevin M. Skeels, P.E.
Project Manager
Delaware River Joint Toll Bridge Commission
110 Wood and Grove Streets
Morrisville, PA 19067

(Please mail by January 3, 2012)

We couldn't believe that not one official from the Bridge Commission was in attendance.

Has the Commission really received so many confirmations from bicyclists planning to ride across the bridge to justify spending millions of dollars to create a bike lane? There are tow paths on either side of the river for bicyclists. Who in their right mind would want to ride a bike alongside traffic moving 65 or more mph? The bridge has already become pork barrel and it hasn't even yet been built. The bike lane will most likely only be used after work hours and on weekends, at most.

With regard to tolls, we do hope that trucks will have to pay a premium. Yardley residents, along Taylorsville Road and Main Street have had to live with quarry trucks and tractor trailers from NJ speeding past their homes for too many years. These trucks are avoiding the other toll bridges and also avoiding the weigh station on the PA side of the Scudder Falls Bridge. The noise is unbearable and the speed at which they drive is a major safety issue with regard to children playing in their front lawns and/or riding their bikes on these roads and also a safety concern to other drivers when the trucks are so large that they end up driving over the yellow lines.

This area is <u>not</u> urban, but the Commission treats it that way. A nine-lane bridge in a very suburban, country setting is absolutely ridiculous and disgusting. And then we learn that it's now going to be a two-structure bridge! I'm sure than none of you live in the vicinity of the bridge to understand how we all feel.

Use both sides if necessary or attach separate sheet.

Name Terry Keffer Affiliation

Address 1 Highland Dr
Yardley PA

Section IV – Responses to Public Testimony and Written Comments

Response to Government Agency/Official's Comments on the Addendum to the Environmental Assessment

G1 – PA House of Representatives, Steven Santarsiero, 31st Legislative District

Thank you. I know there are a lot of people here tonight I'm sure want to have their voices heard, so I will not monopolize the time. But I did want to come here tonight because this is a project that has been near and dear to me now for going on about seven years since the Bridge Commission first came before us when I was a Lower Makefield Township Supervisor.

Let me begin by thanking the Bridge Commission for having this forum, the second one they have done here in Falls Township, and thanking them also for undertaking the study that was just discussed.

Comment A.

There are a couple issues I want to talk about tonight, the first of which is the issue of tolling that was most recently discussed. And I want to make a couple of comments about that. Having reviewed the report, there are a few things that I think they are underscoring, and I think really ought to be considered before a final decision is made regarding the tolling.

First of all, I want to thank the Commission for taking the report. When we were last here, I think in July of 2010, one of the things I did ask for is before any decision is made on tolling, that an impact study be done. I'm glad that the impact study was done. I'm not overly happy with the conclusion, but I am happy that the study was done.

One thing about the study that I think is kind of inconsistent in the logic of it and causes me to question its conclusion is a idea that there will not be any adverse impacts, once this bridge is tolled, on the other crossings across the Delaware. And the study cites partly from that proposition that idea that right now there are trucks that are avoiding the Route 1 crossing precisely because it has a toll going south in Pennsylvania, and they are using the Scudder Falls Bridge, but that once this bridge is tolled, they won't be doing that any more. Well, they are doing it now because there is a toll on the Route 1 Bridge, and that to me is an admission that that type of behavior is likely in this case as well.

I represent the Newtown, Lower Makefield, and in about a month the Morrisville areas of Bucks County. And so I have a concern, not just for the Scudder Falls Bridge and what will happen there, but also for those crossings in Morrisville, the ones that were just mentioned, the Trenton Makes Bridge and also the Calhoun Street Road.

While I do agree and I hope that once this bridge is reconstructed or a new bridge is built, it will be a much better crossing and a much quicker one, I'm not convinced necessarily of the assumption that because that will be a better bridge that necessarily motorists will decide to use it notwithstanding the toll and not those other crossings. And so I still have the concern that this will have a negative impact on those crossings, as well as the arterial and collector roads that lead to and from those crossings.

Obviously, to some extent, whether motorists do that or not will be impacted by the amount of the toll, and that's something that as I understand from this presentation, the Commission has not yet made a determination on.

Again, I would say that from the perspective of potential negative impacts, the fact that the economy is still tough and although I know this is not going to be for another few years until the project is built out, that this would take effect, from both of those perspectives, putting an extra economic burden on our motorists who are commuting back and forth going over the Scudder Falls Bridge because of their jobs, by and large, that this is, you know, perhaps not the best approach. By that, ultimately I would say that if the Commission decides to go forward with tolling, I would implore you to use the lowest possible toll that you could do so that it does not become, one, a disproportionate burden on our residents who are commuting in to New Jersey to work every day and, two, that it doesn't potentially have that impact on those other crossings.

Response: The overall findings from the Traffic Diversion Study Report dated May 11, 2011 indicate that traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. This is true for both the low-toll ($1.00 passenger car; $4.00 per axle for trucks) and high-toll ($3.00 for passenger cars; $4.00 per axle for trucks) scenarios that were analyzed as part of the study. Certain motorists, including truckers, currently use the Scudder Falls Bridge in order to avoid the toll at the DRJTBC's Trenton – Morrisville (Route 1) Toll Bridge. The report shows that the greatest percentage of traffic diverting away from the new Scudder Falls Bridge (56%) will divert to the Trenton – Morrisville Toll Bridge. A majority of this diverting traffic is most likely the result of traffic that used the existing Scudder Falls Bridge to avoid the toll at the Trenton – Morrisville Toll Bridge. With tolls on both bridge crossings motorists will use the quickest, most efficient, bridge crossing. The nearest alternative river crossings are posted with load restrictions for trucks. The Washington Crossing and Calhoun Street bridges are each posted with a 3 ton weight restriction and the Lower Trenton Bridge is posted with a 5 ton weight restriction. Given the capacity constraints (narrow travel lanes, load restrictions, etc.) and low levels of service during the peak traffic periods at the alternate toll-supported bridge crossings, the Trenton Morrisville Toll Bridge and the new Scudder Falls Toll Bridge are the most viable options to the traveling public during these time periods.

The results of the Traffic Diversion Study are summarized in Section IV.A of the Addendum to the Environmental Assessment (EA Addendum). As the project advances, the DRJTBC will determine what the toll rates will be as well as when tolling in the southbound direction will be implemented and become effective. The DRJTBC has also agreed to conduct a pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

Comment B.

The second issue that I would like to touch on tonight is the issue of the P3s. And for those of you in the audience who are not familiar with the term P3, it stands for public-private partnership. And essentially what it is is a way that some governments throughout the United States have tried to employ to lessen the cost of infrastructure projects, and so the idea is that, in this case, the Bridge Commission, would enter in to agreement with a private company to build the Scudder Falls Bridge and then ultimately to operate and maintain it. And typically what happens is they will enter in to a long term 99-year lease and give that private company then the right to toll and collect those toll revenues.

Now, the Bridge Commission does have the legal authority to do that and about a year and a half ago, former Governor Rendell and Governor Christie in New Jersey announced that they thought this was a good way to proceed with the Scudder Falls project. Pennsylvania interestingly does not now have the authority to enter in to P3s. In fact, there is a bill that's pending before the state legislature -- but there is a bill pending in the state legislature that came through our Transportation Committee and the House that I voted against which would give PennDOT the authority to enter in to P3s. And I voted against that bill because it would create a seven-member Commission in Pennsylvania that would have the authority to enter in to these public-private partnerships, and I didn't think that was good idea because it was a further removal of the process from the people. Taking that authority away from the general assembly and vesting in this seven-person Commission, I didn't think was a great idea. But more fundamentally than that, I think the government has some poor functions and whether you are on the left or the right and I think most of us can agree, and one of those core functions is providing for infrastructure.

I'm not necessarily sure that it's a great idea to give a private company and, indeed, perhaps a private company that's not even based in the United States, the authority to build our infrastructure and operate and maintain it, and there are a number of reasons for that, not least of which is the idea of control, and also the idea of what happens when things don't go quite right. Where do citizens turn and how quickly can they be answered to get -- make things right.

So I have a real concern with P3s. I'm not a supporter of them. And I think it would be a mistake in the context of the Scudder Falls Bridge to undertake a P3 to do this project, and I urge the Bridge Commission not to go down that road for the reasons that I've just stated.

Response: In July 2010, Pennsylvania Governor Ed Rendell and New Jersey Governor Chris Christie announced a desire to have the I-95/Scudder Falls Bridge project built under the nation's first multi-state Public Private Partnership or P3. The DRJTBC retained KPMG/Nossaman-LLP to perform financial and legal advisory services to assess the feasibility of the procurement on a P3 entity to carry out the Scudder Falls Bridge Improvement project. A draft report was submitted by KPMG/Nossaman-LLP in late November and is currently being reviewed by the DRJTBC. A decision by the DRJTBC is pending as to whether or not to advance the project under the P3 project delivery method.

Comment C.

Finally, I want to talk about the sound barriers. And this is an issue also that's been near and dear to my heart now for about seven years because it was back in 2004, 2005 when the first Commission first

came to us in Lower Makefield Township that I began fighting for getting sound barriers constructed on the Pennsylvania side of the river. And I am grateful for the Commission, as I've said many times in the past, for having agreed to construct the barriers to this date they have agreed to construct. And as you said, Keith or Kevin -- excuse me -- they are about three miles of barriers that the Commission to date have agreed to construct between the Delaware River and 332 on both the north and southbound sides of I-95. That's good news for the residents there, and I'm sure some of you in the audience tonight have homes in that area, and that will make a difference.

But we have back in 2008 identified a number of gap areas, areas that the Commission to date has not agreed to construct sound barriers, areas that are between where the barriers are proposed to be constructed that really do need those barriers because it will impact the residents whose neighborhoods abut those. We're not talking about a lot of distance. They're all on the southbound side of the highway. They amount to less than I believe a half mile in linear distance and would I think be less than a million dollars to construct under the current PennDOT guidelines.

Now, if you consider that this project is likely to be over a $300 million in cost and maybe at the end of the day much more than that, it is a very small percentage of total cost, but will have a very great impact on the quality of life of the neighborhoods and the residents who live in those areas. And so I know I've made this request many times over the last three years, and I know each time I've made the request, the Commission has very politely, but nonetheless firmly said no, I am going to make the request again tonight, and I'm here to say, again, politely as well, but no less firmly that I'm not going to take no for an answer, and you are going to continue to hear me and see me on this issue because these residents need those barriers, and it has to be done.

I believe this project is a necessary project. Anyone who's ridden on the Scudder Falls Bridge in rush hour, whether in the morning or the evening, knows that's the case, but it's got to be done right and among other things that means that we protect our neighborhoods of this issue with the noise, that we construct the sound barriers everywhere they need to be. And we can do that, I think a cost effective way at the end of the day, will make a real difference.

So, again, I want to thank the Commission for the opportunity to come out here tonight to speak on these issues. I'm going to have to be leaving in a few minutes, but Ryan Bevitz of my office -- Ryan, will you raise your hand, please -- will be here for the remainder of the meeting, and I would say to any resident here tonight who has any additional concerns that they would like to raise with me, to please see Ryan before you leave, and he will get that to me.

Alternatively, you can call me directly at my office in Newtown or send me an e-mail. Just Google me. You will find it right away. I will be happy to respond and meet with you and address any other concerns that you have.

Again, thank you for the opportunity tonight, and I hope you have a good meeting for the rest of the evening.

***Response**: The DRJTBC provided a response to Pennsylvania House of Representatives Steven Santarsiero's original request for additional soundwalls to cover the gap areas of the project. This response is included in Appendix H of the EA Addendum entitled "Summary of Responses to Comments on the Environmental Assessment". The response given in that document is as follows:*

The DRJTBC is providing more noise abatement for this project than is required under guidance and standards of the Federal Highway Administration, the Pennsylvania Department of Transportation, and the New Jersey Department of Transportation. The DRJTBC has committed to spending an additional $4.5 million in noise walls more than is required under the FHWA/PennDOT/NJDOT criteria.

The gap areas shown on the plan will remain. If the DRJTBC were to be guided solely by the established criteria for noise-abatement placements in the Scudder Falls project area, the DRJTBC's total noise-barrier installation costs would have been $3 million. The DRJTBC decided to exceed what is required under these established design standards. We are committed to installing an additional $4.5 million worth of noise walls – a total cost of $7.5 million, or 150 percent, more than is required under FHWA/PennDOT/NJDOT criteria of noise levels, feasibility and cost reasonability.

The designated locations for these additional noise walls were not chosen arbitrarily. They were selected based on using a FHWA model which was calibrated using our relaxed threshold for designating noise wall locations. This approach provided a defensible rationale for where public funds could be expended to install additional noise walls. Likewise, this modeling identified areas where further public expenditures for the erection of additional noise walls could not be supported.

We reexamined the project record on these locations. Due to the distance from the roadway, the future sound levels as a result of the project would not impact residences in Noise Study Area 5 (NSA 5), which is the west side of I-95 between Quarry Road and Dolington Road. Therefore, sound walls are not warranted in accordance with the model's noise criteria. As for the gaps for NSA 4 (west side of I-95 – Bridle Estate/Devonshire neighborhoods) and NSA 6 (east side of I-95 – Makefield Chase neighborhood), the sound wall design was optimized to provide maximum reduction to the majority of the receivers while at the same time meeting the feasibility and reasonability cost-reasonability criteria. Similarly for NSA 7 (the area immediately behind the I-95 rest area) the sound wall design was optimized to provide maximum reduction to the majority of the receivers, while at the same time meeting the feasibility and cost reasonability criteria .

For NSA 5, it includes the properties along Brentwood Road in Yardley, PA. a noise wall was not proposed in the area of Brentwood Road because the properties and residences are sufficiently removed from the proposed roadway that predicted noise levels for the year 2030 as a result the project do not warrant consideration of noise abatement. The residences in this area are approximately 250 feet or more from the I-95 right-of-way. For NSA 6, the proposed section of noise wall north of Quarry Road provides noise mitigation for all residences located adjacent to I-95 and Quarry Road. The proposed noise wall terminates a short distance north of Quarry Road because there are no additional residences in close proximity to the I-95 roadway north of that location where

noise mitigation needs to be considered. Lower Makefield Township Recreational Fields are located within this section of NSA 6. This condition exists from the point where the proposed noise barrier terminates north to Dolington Road. The noise wall picks up again just north of Dolington Road and is proposed to run for the remainder of NSA 6 and beyond.

The gap in the proposed noise wall for NSA 4 is again the result of no residences in close proximity to the I-95 roadway that meet the threshold of consideration for noise abatement. The closest residence is approximately 300 feet from the I-95 right-of-way. The future build noise level for the closest residence within this gap section of NSA 4 is 63dBA, which is less than the 66 dBA noise threshold criteria established by FHWA, PennDOT and the DRJTBC for consideration of noise mitigation. Additionally, a 10 dBA increase in the noise level for this property was not identified, which was the other criterion for consideration of noise mitigation. This gap area is where the 50- inch raised concrete Jersey barrier is proposed.

The gap in the proposed noise wall for NSA 7 is a similar situation. The portion of the project along the rest area in Pennsylvania is designated as NSA 7. The recommended noise barrier for NSA 7 is approximately 2,469 feet long with an average height of 10.5 feet. The system consists of two barrier segments, one on each side of the rest area. There is a gap in the proposed noise wall for NSA 7. The residences located behind the rest area are located well off the property line and more than 500 feet from the edge of the I-95 roadway. The existing noise levels measured at these residences are less than or equal to 60 dBA. The calculated, future-build noise levels are less than the 66 dBA noise threshold criteria established by FHWA, PennDOT and the DRJTBC for consideration of noise mitigation.

Response to Public Verbal Comments Given at the Public Hearing on the Addendum to the Environmental Assessment

T1 - Rob Lewandowski, NJ Lesson Laborers Union: Good evening. My name is Rob Lewandowski, and I'm from New Jersey Lesit. That's the labor management partnership of the Laborers International Union of North American.

And I would like to share with you the several reasons why I'm supporting the proposed Scudders Fall Bridge project including the addendum as discussed today. And the first really deals with the three Cs and that's capacity, congestion and carbon emissions. We all sat in that traffic bumper to bumper frustrated, and we know that that capacity is going to increase over time by I think your own studies we look at it increasing over a third in the next 20 years. And that's something that we really can't ignore, that an efficient transportation system not only breaks bottle necks and helps move people and product, but it really does help improve quality of life and strengthen hopefully the local economy. So those three Cs capacity, congestion and carbon emissions is sort of reason number one.

And then the second one that relates to that quality of life is the installation of the bicycle and pedestrian pathway. I mean, think about how great that's going to be when we can connect tow path to tow path on each side of the bridge, you know, for residents, for visitors and maybe even commuters.

We will see that -- that walkway as a wise investment. You know, between -- I was thinking about it as I was sitting there, between that pedestrian and bicycle path and the idea of having sort of this express transit lane, it truly does become a multi-modal project in an area that you just don't see it; right? We are still in a rural/suburban area and to be able to use infrastructure investment to offer different opportunities, I think is a real plus, so I think that quality of life issue is another one.

Third reason, of course, is safety. A 52-year old bridge eventually becomes a 62-year old bridge becomes a 72-year old bridge and eventually becomes dangerous without that proper investment, and we really need to do that.

I'm really concerned, and I know these projects take a long time, that we will get to the point where -- and we have driven on these bridges before, right, in other areas where they should just re-name these things as accident waiting to happen because they are just that bad. I don't think we're at the point now, but I think we have to be mindful that that infrastructure investment and this type of stuff is important for our safety. So safety is really a third reason.

And the fourth reason, I would be remiss if I didn't mention this, is job creation. Public-private investment like this isn't done, first and foremost, for jobs, but it is undeniable that job creation is an added benefit on this project, especially in a construction industry that is hit so hard by the great recession, harder than any other industry, you know, in the region, and in the nation.

Now, based on my back-of-the-envelope projections, and I extrapolated this from Federal Highway Administration data that the Scudder Falls Bridge will created 3,167 direct construction jobs, 1,433 jobs in support of construction industries and then another 4,654 induced jobs, and that's money that's earned that's going back in to the economy in to restaurants and local businesses, services, doctors' visits, you know, that kind of stuff. So I think that job creation is very important and the timeliness of it is incredibly needed.

And then lastly, I just want to address the charging of toll for usage. As I see it, it is really the responsible way to pay for such an important project. Clearly there are issues relating to how you go about doing that, but I think it's sort of hopefully undeniable that -- that we need to do it and that, you know, putting it on this bridge to pay for bridge improvements is both fair and equitable. You know, I too like something for nothing, but given realities, I think this is just something we have to look at is the responsible thing to do.

So that's all I have to say. I really do thank the Commission for the opportunity to speak with you and truly urge your support for this truly important project.

Response: Thank you for your support of this important project. The proposed action includes improvements to enhance safety and traffic capacity while reducing congestion on this portion of I-95. The inclusion of the pedestrian/bicycle path and the use of wider shoulders to support future transit lanes are important components which will establish the bridge as a multi-modal transportation facility for a variety of users.

T2 - Steve Noll, Deputy Executive Director, TMA Bucks: Thank you and good evening, ladies and gentleman. My name is Steve Noll, and I am the deputy executive director of TMA Bucks, the private non-profit transportation management association that serves all of Bucks County.

TMA Bucks fully supports plans to establish cashless tolling system on the Scudder Falls Bridge. A reasonable toll is a prudent means of generating sustainable and inflation adjustable income for the construction and upkeep of the bridge and is a wise alternative to insufficient and steadily dwindling public funding sources.

We concur with the Delaware River Joint Toll Bridge Commission's statement that the toll on the Scudder Falls Bridge eliminates the need to unfairly pass the costs of this project on to users of the Commission's seven existing toll bridges. We appreciate that the plan will utilize electronic highway speed control -- highway speed toll collection as a means to eliminate congestion and the air pollution that would result from idling vehicles.

Furthermore, TMA Bucks support construction of the new Scudder Falls crossing as currently planned. In particular, the inner shoulder lanes that can accommodate bus rapid transit service in the future. Full inside and outside shoulders on the crossing of this length are a must and one need only consider the current Scudder Falls Bridge as an example of how one disabled vehicle in a travel lane will at best cause a traffic jam and at worse, become an accident statistic.

The ability for vehicles to safely stop on either side of the crossing must be maintained because even the best designed bridge is worthless when blocked.

We appreciate the Commission's attention to congestion reduction, air quality improvement, safety and long-term utility in the development of this project, and we look forward to continuing our support and assisting the Commission in any way necessary to minimize inconveniences to our commuting public during the construction period. Thank you.

Response: Your support of this project is appreciated. The inclusion of shoulders will make the new facility compliant with current design criteria for interstate highways. The wider inside shoulder, which supports future transit lanes, helps establish the bridge as a multi-modal transportation facility.

T3 - Dr. Ronald Harland: Hello. I'm Dr. Ronald Harland, and I'm one of the local residents. As a side bar, I don't know if the Commission considers private-public joint work, two million to my company to be fully able to finance this and complete without any burden on the public.

But the statement I have basically is average Americans lose some 55 percent of their earnings to government and taxes. I, like most, if not all of my neighbors, oppose any efforts to impose a new tax in the form of toll on this project either now or any time in the future. Hundreds, if not thousands of bridges, are built throughout the U.S.A. each year and do not impose any additional tax or toll. Any funding should be shouldered by the federal and/or state funds or private. In that case, my offer or the project should not be implemented.

As a local, this proposed toll will affect my interstate commerce and serve as an unconstitutional act. Again, no state has the right to regulate interstate commerce. This means, according to the constitution, interruption of regular commerce between states with adverse acts such as imposing of a toll.

Again, you know, some work that I'm doing is very helpful in China. I don't know if it's going to be implemented here in the United States but, again, if they ever get to a point of having a private-public joint operation, please let me know.

Response: In July 2010, Pennsylvania Governor Ed Rendell and New Jersey Governor Chris Christie announced a desire to have the I-95/Scudder Falls Bridge project built under the nation's first multi-state Public Private Partnership or P3. The DRJTBC retained KPMG/Nossaman, LLP to provide financial and legal advisory services to assess the feasibility of the procurement of a P3 entity to carry out the Scudder Falls Bridge Improvement project. The consultants completed their evaluation and submitted a report to the DRJTBC, which is currently under review. A decision by the DRJTBC is pending as to whether or not to advance the project under the P3 project delivery method.

During the time the original Environmental Assessment was in progress, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT, but were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Replacement Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC's Board of Commissioners authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project.

Tolls will be collected in the southbound direction of I-95 while the northbound direction will remain free of tolls. An All Electronic Cashless Tolling system will be used, allowing tolls to be collected while vehicles travel at prevailing highway speeds. This eliminates the traffic disruptions typically associated with a traditional toll booth plaza.

T4 - Phil Goldman, Washington Crossing: My name is Phil Goldman. I'm from Washington Crossing, Pennsylvania. And this is my first meeting hearing all the information.

We in the public, at least at this exposure, have no numbers and statistics about this traffic and the bridge. We don't know how many commercial vehicles going north and south. We don't know whether Taylorsville Road coming out of and Route 29 coming out of Trenton is going to divert to this toll bridge instead of as we can do it, continue on in to Lambertville and New Hope. We don't know if the speed limit is going to be maintained at 55, and it's a better road than it currently is. Is it going to attract --

how much -- how many more vehicles? What's the bigger percentage of increase in traffic? The maintenance of the bridge is important because it is going to deteriorate as the years go by.

There was a heavy flow initially of -- this bridge is 50 years old, going to be 60 years old, et cetera. The Palmyra Bridge is over 100 years. When it was first built, it was said to the masses it is going to be a nickle for the toll and when the bridge gets paid off, it becomes zero. I think today it's $5. Did the bridge ever get paid off? We don't have enough information coming from government. For us to make a decision similar to Washington, they do what they want and put it to the public and still do what they want.

I think there really should be some statistics, the traffic from which it's going to cost, 300 million, you know, and this project will probably take three to five years. That means 300 million. Maybe 500 million. If you are going to build the bridge, is it going to be steel out of China? You know, there's issues this country is facing right now. I don't think we need another major 300 to $500 million expense when we are broke.

Response: Section IV.A of the Addendum to the Environmental Assessment (EA Addendum) provides traffic data and summarizes the traffic analysis that was performed for this project. Appendix A of the EA Addendum contains estimated volumes of traffic (1-way average annual daily traffic (AADT), 2-way AADT, 1-way peak hour traffic volumes and 2-way peak hour traffic volumes) for I-95 and the primary roadways, which are affected within the study area for the various tolling scenarios for the years 2015 and 2030. Appendix B of the EA Addendum contains estimated volume-to-capacity ratios on affected roadways for the various tolling scenarios for the years 2015 and 2030. A pre-construction and post-construction traffic study and analysis entered into between and among the DRJTBC, PennDOT and NJDOT to be outlined in an Interagency Agreement is currently being negotiated. The Agreement calls for the DRJTBC to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

Table IV-3 of the December 2009 Environmental Assessment shows that Bucks County is forecasted to experience population growth of 24% by 2025, compared to 15% in Mercer County. From 2000 to 2025, the populations of Bucks and Mercer Counties are forecasted to grow by over 140,000 persons and 50,000 persons, respectively. It is reasonable to infer that a population growth in an area will result in additional traffic in that area. The need to improve the existing Scudder Falls Bridge is based, in part, on the inability of the existing bridge to accommodate existing and projected traffic growth.

The AADT and peak hour (PM peak) traffic volumes for the project design year 2030, and an interim year 2015 (which approximates the planned year of completion of the proposed action) were forecasted and compared to the traffic volumes that were projected to occur on the existing Scudder Falls Bridge without a toll (No Build/No Toll condition). The net traffic changes on the Scudder Falls

Replacement Bridge (southbound direction) are summarized in Table 1 (see below) of the EA Addendum and are also shown below for both a low toll scenario ($1 for passenger vehicles) and a high toll scenario ($3 for passenger vehicles) for the Scudder Falls Replacement Bridge. The southbound direction was used as a basis for comparison because tolls will be implemented only in the southbound direction.

Addendum to the Environmental Assessment – Table 1 – Net Traffic Changes on the I-95/Scudder Falls Replacement Bridge (Southbound direction)

Build Scenario	*Daily*	*Peak Hour*
2015 No Toll	*12%*	*12%*
2015 Low Toll	*-7%*	*1%*
2015 High Toll	*-19%*	*-6%*
2030 No Toll	*11%*	*11%*
2030 Low Toll	*-6%*	*5%*
2030 High Toll	*-16%*	*1%*

Regarding the enforcement of the speed limit, the state police are responsible for enforcing the speed limit on I-95. The posted speed limit for the improved section of I-95 is planned to be between 55 and 65 MPH.

Maintenance of the bridge is important because the bridge, like any other transportation facility, will deteriorate over time. The DRJTBC presently owns and maintains the existing I-95/Scudder Falls Bridge which has lasted for more than 50 years. The DRJTBC will continue to have responsibility for maintaining the I-95/Scudder Falls Replacement Bridge upon completion of the proposed improvements. The DRJTBC's bridges undergo an inspection every 2 years, consistent with National Bridge Inspection Standards. The findings of these inspections form the basis for the DRJTBC's maintenance efforts and capital improvements.

The DRJTBC's 2011 Capital Budget estimated that it will cost $322 million for the improvements to the Scudder Falls Bridge, I-95 and the interchanges within the project limits. The cost also includes the installation of a multi-use path for pedestrians and bicyclists, serving as a new link between the two canal paths on both sides of the Delaware River. The project cost estimates will be further evaluated through the project's design process.

The DRJTBC complies with the provisions of Act 3 enacted by the General Assembly of the Commonwealth of Pennsylvania and approved by the Governor on March 3, 1978, which specified that if any steel products are used or supplied in performance of the construction contract, only steel products produced in the United States shall be used. The Act 3 compliance is part of the DRJTBC Special Provisions section of the contract specifications for all DRJTBC construction contracts.

T5 - Nathan Leventhal: Okay. I'd like to say that the bridge looks awesome. It looks like it would be a great thing and it certainly is congested. Now, whether or not it's necessary -- I mean, I get across back and forth every day and the traffic is part of my commute. Do you know what I mean? So I don't know

if I need to pay an extra dollar to get home every day. A huge chunk of my life is lived on both sides of the bridge including family and work. You know, I work on both sides. I have family on both sides, and so going back and forth multiple times seems to me a little crazy.

But it also seems crazy because it is an interstate which, as far as I know, was built with public funds and also as part of the defense system, so to put like a private company in charge of tolling it, which should be a public road already, seems somebody said unconstitutional. It almost sounds illegal, although I bet there are ways to kind of manipulate the laws to make it possible. It seems certainly Un-American and unpatriotic, so even the most recent 2005 rules that say you can build interstates that can be tolled, even they say they prohibit tolling of interstates that are currently non-tolled. So I don't know how you get around that, but I believe it's possible.

So I do also have a problem with the toll because the way they say they are going to put a cashless toll which I know it's the age of civil liberty laws and everything like that, but I don't think we need to be kind of tracked every time we want to cross a state border. I don't think that we are separate countries yet. It is still the United States of America, and I think that it's kind of weird to kind of put in to a public -- I mean, I don't know who the E-Z Pass system is and why we would be giving them all this money to kind of charge a toll.

They said there would be no administrative cost if you sign up for the E-Z Pass, but signing up for E-Z Pass carries an administrative cost that you pay on a monthly bill, so you would have to kind of take that on. If you don't want it, then you have to pay for the privilege of being tracked by having your license plate taken a picture of which I kind of have some patriotic problems with also.

I also find it hard to believe that there is no federal funds. Maybe no federal funds for expanding the bridge the way it is, but since it is an interstate and it is part of the federal defense system, you know, they can spend $5,000 on a hammer that they wouldn't maintain a bridge. I know we said it's structurally sound, so maybe that's why there's no money now, but if we can't afford it, then maybe we shouldn't be doing it right now. I think that's all I have to say.

Response: In July 2010, Pennsylvania Governor Ed Rendell and New Jersey Governor Chris Christie announced a desire to have the I-95/Scudder Falls Bridge project built under the nation's first multi-state Public Private Partnership or P3. The DRJTBC retained KPMG/Nossaman, LLP to provide financial and legal advisory services to assess the feasibility of the procurement of a P3 entity to carry out the Scudder Falls Bridge Improvement project. The consultants completed their evaluation and submitted a report to the DRJTBC which is currently under review. A decision by the DRJTBC is pending as to whether or not to advance the project under the P3 project delivery method.

It should be noted that the FHWA has determined that under the DRJTBC Compact, Supplemental Agreement and Congressional provisions relating to Congress's approval of the Compact and Supplemental Agreement, the DRJTBC may toll any newly constructed bridge, including a bridge that replaces an existing free bridge that has been demolished. This determination allows the DRJTBC to toll the new and replaced Scudder Falls Bridge. There are, in fact, a number of toll roads that are part

of the Interstate System (which also serve as defense routes) including the Illinois Turnpike, Indiana Turnpike, New Jersey Turnpike, New York Thruway and the Ohio Turnpike.

During the time the original Environmental Assessment was in progress, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC's Board of Commissioners authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project.

Although federal funds are not available to support construction of the proposed improvements, the need to perform the improvements still exists. The existing bridge has inadequate inside shoulders and outside shoulders/breakdown lanes and does not meet current design standards. The existing bridge is over 50 years old and is unable to meet current and future traffic demands. The current acceleration and deceleration lanes and spacing of ramp merges at the adjoining NJ Route 29 and Taylorsville Road interchanges are inadequate. Roadway capacity is inadequate to provide acceptable throughput for current and future (2030) peak-period traffic volumes. Interchanges do not currently meet design criteria for shoulder widths and ramp configurations. The existing bridge superstructure (the two main beams under the concrete deck) is of a non-redundant type. A non-redundant bridge generally has only two primary load-carrying members (beams), where the failure of one of these members results in catastrophic collapse of the bridge. The design of non-redundant structures is no longer permitted nationwide by the FHWA and state departments of transportation. The improvements proposed under this project will correct these conditions.

In regards to being tracked, the All Electronic Cashless Tolling System will capture vehicle information for the purposes of collecting tolls from vehicles travelling in the southbound direction on the replacement bridge. Customers who elect to use the I-95/Scudder Falls Replacement Bridge in the southbound direction, who do not have an EZ Pass, can either register with the DRJTBC or the vehicle owners billing information can be obtained from state Motor Vehicle department. There are alternative crossings available that are free of tolls for those passenger-vehicle customers who wish to avoid the All Electronic Toll System as they cross the river from NJ to PA.

T6 - John Rizolis, PA resident/Works in NJ: Thank you. I came tonight. I didn't know if I was going to speak or not, but I'm John Rozolis. I'm a resident of Pennsylvania. I work in New Jersey. And I commute over the bridge every day. I actually like the proposal of the bridge. I think it is really a good enhancement to get over there. As a commuter, though, I don't like the toll, and I think the toll is

probably not necessary. I think there is probably ways you can look to work around that. I agree with our first speaker and a couple of our other speakers, and I would like to urge the Commission to see what they can do to avoid the toll. If they can't avoid the toll, I just want to share that, you know, while I travel it over to New Jersey every day, actually I live close enough that sometimes I come back and do odd errands over here back in Pennsylvania or sometimes just come home for lunch. And it's not just once a day that I travel across the bridge, but I actually travel across the bridge maybe once, twice, twice a day during the week days, and so that's an extra added burden. Obviously, I would have to change my lifestyle if there was a toll. So I encourage if you do need to make the toll, please make it as low as you possibly can.

When I looked on the internet, I saw that the tolls on Interstate-95 from New York to Washington are 3, 6 and $12. So I'm envisioning we are probably going to be in that neighborhood or if not there, we are going to be there soon. I also agree with our first speaker that this is the wrong economic times to be looking at 3, 6 or $12 tolls. Our friends in Washington are working on a payroll tax to take -- to put more on in the pockets of the people so they can juice up the economy and get things rolling, and I think a toll kind of goes counter to what our friends in Washington are trying to accomplish. It basically just takes any kind of tax incentives or money that are going to be put back in to the consumers' pockets. It is just taking it right out and going in to consumer tax.

I also wanted to add that I went to the website, read a lot of the documents, the impact studies, et cetera, et cetera. I had some questions. I was disappointed when I e-mailed some of the e-mails on the website they were returned as invalid addresses. I was also disappointed, I called the 800 number and left a message. I called it once during working hours and once after working hours with a question. Have not received a phone call back, so that was disappointing. And my question that I did have revolved around the concern about the impact study itself. Again, with the first speaker, I don't know that I agree with the results of the impact study. I personally I will not be using the bridge if it is tolled, and I will be using the Calhoun Street Bridge and the Washington Crossing Bridge as alternatives.

So I'm concerned that the impact study is not going to be accurate. And to have to hear that there is going to be an impact study post the construction of the bridge, but I'm really curious to understand, well, if it does turn out that the non-toll bridge, especially the Calhoun Street Bridge and the Washington Crossing Bridge are unsatisfactory volumes, I think what actions will be taken to alleviate those problems because we are really just pushing one problem to the other bridges.

So thank you for all the hard work that you envision in doing. I think the bridge looks great. I like everything about it, except for the tolls. And if you can -- if you have to have a toll, keep it as low as possible. I don't -- I definitely do not want to see 3, 6 or $12 to go across there.

Oh, one final thing. I do, during the summer hours, I do actually bike across to work twice a week, so I'm really excited to see that you did include a bike path on a bridge. It saves me about five miles having to travel up to Washington Crossing to get over there.

But thank you very much.

Response: During the development of the 2009 Environmental Assessment, the DRJTBC examined a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC's Board of Commissioners authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project.

Tolls will be collected in the southbound direction of I-95 while the northbound direction will remain free of tolls. An All Electronic Cashless Tolling system will be used, allowing tolls to be collected while vehicles travel at prevailing highway speeds. This eliminates the traffic disruptions typically associated with toll booths.

The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

Regarding the invalid email addresses that are provided on the website: the website lists names and contact information for five (5) individuals. A typographical error was discovered in one of the email addresses and this has been corrected. The email addresses for the other four (4) individuals were accurately shown. Additionally, the email address scudderfallsbridgeEAcomments@hntb.com that was provided on the meeting agenda is also valid and a number of responses have been received at that email address.

Phone calls received at the 800 number are returned after information has been gathered and proper responses have been prepared.

In addition to the EA Addendum (which addresses the matter of tolling the southbound direction of the new Scudder Falls Bridge) a Traffic Diversion Study was performed to assess the potential traffic diversions associated with the tolls. The overall findings of the Traffic Diversion Study, dated May 11, 2011 indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will

cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels.

The DRJTBC has conducted an analysis of the traffic diversions anticipated as a result of the tolling of the I-95/Scudder Falls Replacement Bridge. The DRJTBC agrees to conduct pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

T7 - Victor Fiori: Good evening, folks. I'm just a regular guy. I live 42 year the same place, Lower Makefield Township. Lower Makefield officials Steve Santarsiero, all the officials know me because I complained about the storm water problems that have been ongoing since 42 years from the roadway. That's one of my concerns. The Commission is aware of it.

And I look at this project. And I understand progress, but I think of commercial years past and the Indians. And you look at this and, you know, I've live there all my life. Again, you can hear the falcons in the area. It's still a natural area, but progress is on its way, so I guess you have to get used to that.

My other comment is about the rest area. Seeing that place as is over used. There are too many trucks. There's trucks backing up now. It's almost -- the thing has to be closed or made just for cars over. It's just ridiculous. The facilities are old. They put these -- another roadway it is not going to be able to handle it, so that has to be addressed, and I don't think it has been addressed yet, so I'm really worried about that.

The other comment I have is about the bike path. I am really thankful that the Commission decided to do that. I think it's a great idea, but the placement seems a bit odd. It's on the northwest side of the bridge. It's going to be closed half the time in the winter from the ice. So I don't know if they are going to put a cover over it or something. I don't know if somebody thought about that. But, you know, usually, they're put on the south side and stay warm and dry and free of ice.

The other comment I have is, as a U.S. military veteran that re-enlisted after the Towers fell on 9/11, I walk with my family down the canal, the tow path, and I see cameras looking at me, all kinds of cameras. And I thought, this is what I potentially could die for when I joined the Army. I understand cameras on the main interstate. I understand we live in a different world, but when a recreational area -- I mean, is there something that can be done to make it totally discrete or not at all? I just think it is an intrusion of people's privacy minding their business. And if we got to that point in this world that we can't even walk on a tow path without being looked at by cameras, I think we have lost America, guys. That's my comment. You know, I got visions of big brother in 1984. You know, it just pains me to think my brothers crossed that river on Christmas night in 1776 to see cameras everywhere and to see facilities of

the homeland security, you know, and everything like that look at residents as if we are something -- you know, intruders or something. And I think God save this nation.

Thank you.

Response: The rest area along I-95 southbound in PA is the responsibility of the Pennsylvania Department of Transportation. Any modifications to this facility are outside the scope of the Scudder Falls Bridge Improvement project.

The bicycle/pedestrian facility is planned for the north side of the bridge to provide a more direct connection to the canal towpath in NJ and PA. Constructing the bicycle/pedestrian facility on the south side of the bridge would require the facility to span over the proposed interchange ramps at NJ Route 29. Additionally, placement on the north side of the bridge provides a terminus in closer proximity to the existing Delaware Canal towpath and the I-95 park and ride lot off of Woodside Road in PA.

The mission of the Delaware River Joint Toll Bridge Commission is to provide safe, dependable and efficient river crossings between Pennsylvania and New Jersey. To assist in this mission, the DRJTBC installed cameras on the I-95 bridge over the Delaware Canal. The cameras are part of the Electronic Surveillance/Detection System (ESS) network that was installed at all of the DRJTBC bridges and facilities. The entire ESS network provides the public with added security while enhancing the Commission's ability to respond to accidents and other incidents at its bridges, approach roadways, buildings, and support facilities.

The project will include stormwater Best Management Practices (BMPs) to address the stormwater runoff resulting from the project's additional impervious surfaces. The project will conform to applicable water quality and stormwater management regulations and will apply for applicable permits and approvals during the final design and permitting phase of the project. The EA/Draft 4(f) documents the impacts and mitigation of the proposed action on floodplain (Chapter IV.J), surface waters (Chapter IV.G), and wetlands (Chapter IV. K).

T8 - John Maddock: I'm John Maddock. I live in Ewing, and I actually worked on the construction of the bridge that was originally built.

A couple issues. Number one, as is now designed to go forward, traffic coming south on 29 now goes down to River Road and up on to I-95. Your proposal is to take that traffic in to a roundabout and then up, and it seems to be that roundabout would be unnecessarily clogged by that traffic. Why not leave the entrance off the River Road on up to I-95?

Two, I-95 itself should not be going across this bridge. You come up 95. Why is the traffic -- why is 95 not going over the Delaware Memorial Bridge and up the three lane 295 or up the turnpike? Why route that traffic in to New Jersey on that bridge and it comes to a dead end? The traffic could be alleviated if you would have it go up the turnpike or 295.

Three, I don't see the need for four breakdown lanes on a six-lane highway. It seems to me one is enough. You don't see that many breakdowns and one breakdown lane should be able to handle any breakdown. The cost of those two extra breakdown lanes is significant.

Four, it seems to me that the tolls could become outrageous, and it would seem why don't you have an E-Z Pass break for locals -- people in Mercer County or Bucks County who are regularly using that bridge, have a lower toll for them once they register their car with you?

And then, five, while I appreciate the bike lane, I think in the last -- it was $20 million, and there's no tolls for the guys riding their bikes across there. Now, it is great to have it, but it's a staggering amount of money and nothing is recovered by the people who use it. Thank you.

Response: The preferred alternative for the NJ Route 29 Interchange includes two roundabouts, one for the northbound on/off ramps, and one for the southbound on/off ramps. A report entitled "I-95/Scudder Falls Bridge Improvement Project NJ – 29 Interchange Roundabout Evaluation Study" dated March 2006 and prepared by Kittelson and Associates, Inc. evaluated the operational aspects of the proposed roundabouts for the NJ Route 29 Interchange. Both of these roundabouts are projected to operate at acceptable Levels of Service during both the morning and afternoon peak traffic periods for the 2030 design year. The configuration of the proposed NJ Route 29 interchange, particularly the roundabouts, was thoroughly reviewed by NJDOT and is fully endorsed by NJDOT. NJDOT was a proponent of the proposed NJ Route 29 interchange features and alignment (including the roundabouts) and was involved in its development.

The NJ Turnpike is an alternate route that is available to motorists travelling in NJ. Depending on a motorists origin and destination and other factors, motorists presently have the ability to choose which available route is best suited to meet their travel needs.

The inclusion of shoulders on both sides of an interstate highway is recommended under current design standards. A minimum inside shoulder width of 12 feet is recommended under current design standards. A 14 foot inside shoulder width is proposed to accommodate future bus transit lanes.

The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

During the comment period for the 2009 Environmental Assessment, the DRJTBC received numerous comments in favor of the inclusion of the bicycle/pedestrian facility. Subsequent to the December 2009 to January 2010 EA/Draft 4(f) comment process, the DRJTBC cited the livability merits of a

bicycle/pedestrian facility and approved its inclusion in the proposed actions. The DRJTBC further acknowledges that the bicycle/pedestrian facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The bicycle/pedestrian facility will not be tolled. Construction and maintenance costs would be funded from DRJTBC toll revenue.

T9 - Zachary Rubin, Executive Director, Residents Against Frankford's Relocation (RAFR): Good evening. My name is Zachary Rubin. I live in Lower Makefield Township. But I'm also an executive board member of the Residents Against Frankford Hospital Relocation, RAFHR. And we have been fighting for the last couple years to have an area build a hospital which is not miles away from Exit 49 on 95, but a couple hundred yards away. And if that hospital is built, thousands upon thousands of new cars would be making that trip on the bypass on 332.

Now, I notice in your presentation -- and I might be wrong, but there is no plans to improve the Exit 49 that is going south on 95 and exiting 49 going west towards Newtown. Now, right now the level of service for that intersection is a failing intersection. And there's no questioning widening the bridge and widening 95 will bring even more cars on to that interchange.

So, number one, I think it's incumbent upon you to improve that intersection. Of course, the hospital would be an outrageous horrible condition there, but that's another story.

Number two, I strongly oppose private-public partnerships, the three Ps. Now, in Pennsylvania there are -- the infrastructure, if I might say that right, needs billions upon billions of dollars of funds. And the rural legislators defeated tolling Interstate-80, and I believe rightfully so, but now they are looking for tolling a number of roads and especially in southeast Pennsylvania where the majority of the population resides.

So, therefore, I think this is a slippery slope if the Bridge Commission starts the privatization of our intras -- infrastructure. Why can't I say that word? Infrastructure. I need to have some queue cards and things like that. So I'm totally opposed to that.

Now, about tolling, now as we all know, tolling is a recent event with the construction of this project. When it was first proposed to our residents, there was no -- there was no calling for the tolling. And I do believe that in this financial climate, this is the best time to go out in to the bond market to borrow money. There's never going to be a better time. I do believe in our lifetimes where money is cheap, so I do believe it should be funded by a bond issue. I don't think raising tolls on the other bridges would be that much given the fact that the money would be so cheap.

So I'm certainly totally against tolling of this bridge. Thank you.

Response: The interchange of I-95 at Route 332 is under the jurisdiction of the Pennsylvania Department of Transportation (PennDOT). As part of the DRJTBC's evaluation of the I-95/Scudder Falls Bridge replacement project, population and employment data was gathered and analyzed. This information was used by the Delaware Valley Regional Planning Commission (DVRPC) to forecast

traffic demands for the future design year 2030. The improvements that are included as part of the proposed action for this project are expected to be sufficient to meet current and future (year 2030) traffic demands on the Scudder Falls Bridge and the segment of I-95 within the project limits.

In July 2010, Pennsylvania Governor Ed Rendell and New Jersey Governor Chris Christie announced a desire to have the I-95/Scudder Falls Bridge project built under the nation's first multi-state Public Private Partnership or P3. The DRJTBC retained KPMG/Nossaman, LLP to provide financial and legal advisory services to assess the feasibility of the procurement of a P3 entity to carry out the Scudder Falls Bridge Improvement project. The consultants completed their evaluation and submitted a report to the DRJTBC, which is currently under review. A decision by the DRJTBC is pending as to whether or not to advance the project under the P3 project delivery method.

During the development of the 2009 Environmental Assessment, the DRJTBC examined a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC's Board of Commissioners authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project.

The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor.

T10 - John Boyle, Research Director, Bike Coalition: I'm John Boyle. I'm the research director for the Bicycle Coalition of Greater Philadelphia. And the Bicycle Coalition supports the inclusion of the bicycle-pedestrian path under Scudder Falls Bridge. Now they will provide additional connection to two canal tow paths, but will re-establish a non-motorized link between Yardley and Ewing that was lost when the bridge was destroyed by a storm in the 1950s.

We all know about the health issues related to physical inactivity. The access route between the canal and the bridge will add to Lower Makefield's extensive township trail network allowing more residents to access the tow path on foot or bicycle. Even motorists on I-95 can benefit when the Taylorsville Road parking garage has spaces available. And that is the parking area in Delaware Canal Trail and I-295 is a

nearby example of this where it's always busy with bikers and cyclists and people who are simply stretching their legs. This is an overpass in Bordentown or Hamilton Township on I-295. There is actually a scenic overlook, and there is a connection to the Delaware and Raritan Canal.

It will also be the only bridge on the Delaware River between Philadelphia and Dingmans Ferry that will allow bicyclists to ride across. This will entice the weekend cyclists and walkers who normally end their trips in New Hope or Washington Crossing to explore Yardley, Morrisville and even see the historic sites in Trenton. Once the bridge is built, there will likely not be another opportunity to build a pathway for the next 50 years. Planning for the future of non-motorized travel in a time with an uncertain energy future is a wise investment.

Thank you.

Response: Subsequent to the EA/Draft 4(f) comment process, the DRJTBC cited the livability merits of a bicycle/pedestrian facility and approved its inclusion in the proposed actions. The DRJTBC further acknowledges that the bicycle/pedestrian facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The facility will also provide a connection between the East Coast Greenway in Pennsylvania and New Jersey. The DRJTBC appreciates the support of the Bicycle Coalition on this important project.

T11 - Sue Herman, President, Regional Traffic Solutions, Inc.:

Good evening. I'm Sue Herman, president of Residents for Regional Traffic Solutions, Inc. Our organization represents an excess of 9,000 residents in five municipalities in the vicinity of the Scudder Falls Bridge.

We support the inclusion of the bicycle and pedestrian path in the Scudders Falls Bridge improvement project, as we embrace the concept of complete streets, which is now considered to be good public policy. That is when new highway and bridge projects are planned, they are to be designed to accommodate all users.

Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Residents look forward to a bicycle and pedestrian facility that will provide improved access to the Delaware River Canal Toll Path on both sides of the river and foster more biking and walking in our community.

Thank you.

Response: Subsequent to the EA/Draft 4(f) comment process, the DRJTBC cited the livability merits of a bicycle/pedestrian facility and approved its inclusion in the proposed actions. The DRJTBC further acknowledges that the bicycle/pedestrian facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region.

The inclusion of shoulders will make the new facility compliant with current design criteria for interstate highways. The wider inside shoulder, which supports future transit lanes, helps establish the bridge as a multi-modal transportation facility.

The DRJTBC appreciates the support of Regional Traffic Solutions, Inc. on this important project.

T12 - Joe Menard: Good evening. My name is Joe Menard, Lower Makefield Township.

I hate to be a pessimist, but I certainly don't have much faith and trust in government bodies that have no direct responsibility to the voting public.

I listen to the presentation back when it was in the -- one of the school auditoriums in Lower Makefield in Pennsbury School District, and it was stated to be this brilliant magnificent new thing for all the right reasons and no toll. I cannot believe for a minute that the Commission did not, in the back of their mind, know what was really going to be coming down the road, and it has just been a fake dog and pony show all the way to here, and even now today, you do not have any idea of what the tolls are going to be. I would like to sell you a car tonight and tell you buy the car tonight and next year I'll tell you what the cost is. I would like to -- all the Commissioners on the -- whatever this Delaware River thing, if you would raise your hands if you are here tonight so we would know who you are because I don't have no idea who any of you are. So there is no one on the Delaware River Port Authority here tonight?

Well, I at least want to know who I'm talking to. I think that's reasonable since we don't vote for you. When you talk about the environmental impact, when you have a toll, I won't repeat it. I'll just echo and agree with the impact that's going to be on all the other toll or all the other non-toll bridges.

Now, I know already in the back of your mind is we're going to solve that problem. We're just going to toll every bridge that's already non-toll now. That's your solution.

The environmental impact and the cost when you don't even -- when you can't even tell us what the tolls are going to be to say okay maybe. Well, maybe we don't want the Cadillac. Maybe we want the Chevy. Maybe we don't -- as somebody pointed out, there is 50 feet of shoulders on this expansive bridge. Well, maybe we want 30 foot. Give us an option. We can't vote for this, and I object to this whole thing.

Thank you.

Response: During the time the original EA was in progress, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC's Board authorized the implementation of tolls on

the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project.

The DRJTBC is proposing to implement tolls only in the southbound direction on the new Scudder Falls Bridge using an All Electronic Cashless Tolling system which enables tolls to be collected as vehicles travel at prevailing highway speeds. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including a frequent user discount program for E-ZPass customers in the toll rate program for the Scudder Falls Bridge. Bridge tolls will be collected by one of the following three (3) methods:

a) E-Z Pass - the AECT system will read the E-Z Pass transponder, or tag, and deduct the toll from the motorist's E-Z Pass account. If the vehicle owner does not have an existing account with the DRJTBC they will be encouraged to establish an EZ Pass account with the DRJTBC, in order to take advantage of the DRJTBC's discount plan for frequent users.

b) Registered Video – For non E-Z Pass tag holders who have registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. They will then be invoiced by mail. This will require the customer to establish a video toll account with the DRJTBC.

c) Non-Registered Video - For non E-Z Pass tag holders, who have not registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. License plates not registered with the DRJTBC will require the DRJTBC to identify the customer from an outside vehicle registration database, after which they will be invoiced by mail.

The administrative efforts involved in the collection of tolls from Registered or Non-Registered Video customers are more involved than they are for E-Z Pass customers. For Registered-Video customers, the billing information will be available through a search of the database maintained by the DRJTBC. For Non-Registered Video customers, it will be necessary to first identify the billing party for the vehicle. The billing information will be obtained from the Motor Vehicle Department of the state in which the vehicle's license plate was issued. For both Video toll-collection methods, once the billing information is located, an invoice will be mailed to the responsible party.

There will be an administrative fee, additional to the toll base rate, associated with the additional efforts required to process tolls for Registered and Non-Registered Video customers. The implementation of this administrative processing fee may increase the number of motorists who choose to divert from the Scudder Falls Bridge to avoid the total cost of the toll plus the administrative fee. For purposes of estimating the number of motorists who are likely to divert from the Scudder Falls Replacement Bridge once the tolls and applicable administrative fees (where needed) are implemented, an assumed administrative fee of $1.75 for Registered Video customers, and $3.50 for Non-Registered Video customers was applied per trip in the southbound, or tolled, direction. These fees were developed by an operating cost estimate analysis which took into account factors such as

percentages of respective trips across the bridge by EZ Pass, Registered Video, and Non-Registered Video customers; and tolling transaction and account costs. These administrative fees were used solely for the basis of estimating potential traffic diversion volumes.

The amounts of the administrative fees cited in the examples noted above should not be construed as exact amounts that will be charged when the tolls and fees are implemented on the Scudder Falls Replacement Bridge, since the DRJTBC has not yet established these rates.

The DRJTBC is committed to conducting public outreach efforts to inform motorists of the toll rates and administrative fees in advance of tolls and fees being implemented in the southbound direction of the Scudder Falls Replacement Bridge. The northbound direction (from PA to NJ) will remain toll-free, consistent with the DRJTBC's toll policy at other DRJTBC -owned toll facilities.

The overall findings from the Traffic Diversion Study Report dated May 11, 2011 indicate that traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. This is true for both the low-toll ($1.00 passenger car; $4.00 per axle for trucks) and high-toll ($3.00 for passenger cars; $4.00 per axle for trucks) scenarios that were analyzed as part of the study. Certain motorists, including truckers, currently use the Scudder Falls Bridge in order to avoid the toll at the DRJTBC's Trenton – Morrisville (Route 1) Toll Bridge. The report shows that the greatest percentage of traffic diverting away from the new Scudder Falls Bridge (56%) will divert to the Trenton – Morrisville Toll Bridge. A majority of this diverting traffic is most likely the result of traffic that used the existing Scudder Falls Bridge to avoid the toll at the Trenton – Morrisville Toll Bridge. With tolls on both bridge crossings motorists will use the quickest, most efficient, bridge crossing. Given the capacity constraints (narrow travel lanes, load restrictions, etc.) and low levels of service during the peak traffic periods at the alternate toll-supported bridge crossings, the Trenton Morrisville Toll Bridge and the new Scudder Falls Toll Bridge are the most viable options to the traveling public during these time periods.

The results of the Traffic Diversion Study are summarized in Section IV.A of the Addendum to the Environmental Assessment (EA Addendum). As the project advances, the DRJTBC will determine what the toll rates will be as well as when tolling in the southbound direction will be implemented and become effective.

A pre-construction and post-construction traffic study and analysis entered into between and among the DRJTBC, PennDOT and NJDOT to be outlined in an Interagency Agreement is currently being negotiated. The Agreement calls for the DRJTBC to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

The inclusion of shoulders on both sides of an interstate highway is recommended under current design standards. A minimum inside shoulder width of 12 feet is recommended under current design

standards. A 14 foot inside shoulder width is proposed to accommodate future bus transit lanes. The Project will be designed to meet PennDOT, NJDOT and AASHTO standards.

T13 - Susan Vigilante: Good evening. I grew up in Ewing and presently live in Yardley off of Woodside. I've been here for at least 50 years. The project needs to happen. It's been needing to happen for a long time. I gauge going back and forth to New Jersey or PA on what time of day it is, how much traffic I'll get caught in.

I and many of my neighbors bike a lot. We go up the tow paths frequently, and we are really excited that you managed to put this in here. I only wish that there was a safe entrance up Woodside to get on to it. I do have a few concerns, though. I find it really interesting that you've put circles in on the New Jersey side, and I'm very well-aware haven driven in my parent's car and then finally driving myself and driving my daughter in that area how dangerous that area is. But to put circles in an area when New Jersey and many other states around us have been doing nothing but taking circles out, it seems like you are using an antiquated solution in a pretty modern project.

I hope that when the contracts are going to be written that there will be major priorities so that U.S. materials or materials made in the U.S. are used.

And lastly, I travel a lot to Bethesda quite a bit and many of you may or may not know that Route 200 just opened up taking people from below Baltimore and above D.C. bypassing 495 directly over to the Bethesda area on to 270. It's really great. But I also travel there the first week when there were no tolls and it first opened, and the traffic flow was pretty heavy as noted by the news and the toll -- well, they don't have toll papers, but the data system there. And the second week on December 4th the tolls were instated and from what I read in the news and heard on NPR, the amount of people using it went down 50 percent.

Point of it being you really -- I -- somebody said it tonight. I really think those of us who live in Mercer County and in the Bucks County area, since you are going to use the E-Z Pass system, it would really be fair and great I believe to give us a reduced toll since many people moved over from the Ewing, Mercer County area to the Yardley area years back because it was a beautiful area to live in and work on both sides, and now we are getting to get penalized for the tolls, which I understand that seems to be the only way to pay this, but I think you need to have some type of system where, you know, somebody who is going through for vacation, Boston to Florida, or, you know, a trucker once a month, they should get paid full, but we shouldn't.

Response: The Pennsylvania approach for the proposed bicycle/pedestrian facility will follow along the existing walkway on the south side of Woodside Road between the Delaware Canal and River Road. Consequently, it will be readily accessible to bicyclists, pedestrians and other users from Woodside Road.

The preferred alternative for the NJ Route 29 Interchange includes two roundabouts, one for the northbound on/off ramps, and one for the southbound on/off ramps. A report entitled "I-95/Scudder Falls Bridge Improvement Project NJ – 29 Interchange Roundabout Evaluation Study" dated March

2006 and prepared by Kittelson and Associates, Inc. evaluated the operational aspects of the proposed roundabouts for the NJ Route 29 Interchange. Both of these roundabouts are projected to operate at acceptable Levels of Service during both the morning and afternoon peak traffic periods for the 2030 design year. The proposed roundabouts (traffic circles) at the NJ Route 29 interchange were thoroughly reviewed by NJDOT and are fully endorsed by NJDOT. NJDOT was a proponent of the proposed NJ Route 29 interchange features and alignment (including the roundabouts) and was involved in its development.

Regarding the use of U.S. materials in the construction of the bridge, the DRJTBC complies with the provisions of Act 3 enacted by the General Assembly of the Commonwealth of Pennsylvania and approved by the Governor on March 3, 1978, which specified that if any steel products are used or supplied in performance of the construction contract, only steel products produced in the United States shall be used. The Act 3 compliance is part of the DRJTBC Special Provisions section of the contract specifications for all DRJTBC construction contracts.

Tolls will only be implemented in the southbound direction (New Jersey to Pennsylvania) on the new Scudder Falls Bridge. A Traffic Diversion Study was performed, dated May 11, 2011, to assess the potential traffic diversions associated with the tolls. The study shows that construction of a new Scudder Falls Bridge (with tolls in the southbound direction) will not cause an inordinate amount of traffic to divert to and overwhelm the other river crossings. The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls project (additional travel lanes, safer ramp entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours.

A pre-construction and post-construction traffic study and analysis entered into between and among the DRJTBC, PennDOT and NJDOT to be outlined in an Interagency Agreement is currently being negotiated,. The Agreement calls for the DRJTBC to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

The DRJTBC currently offers, as part of its E-ZPass program, a frequent user discount plan of 40%, if the user completes 20 trips or more within a 35-day period. The discount is applied on the E-ZPass account

ten days after the final trip has been made. An E-ZPass customer of another agency may also participate in the DRJTBC's discount program by establishing a Companion Account. The DRJTBC offers E-ZPass QuickStart sign-up sessions at various locations throughout the year with customer service representatives to help customers complete a simple application form. Customers are required to pay $25 by major credit card or personal check so they may drive away with an active tag and pre-paid toll credit. Vehicle registration and license number are also required. The DRJTBC issues press releases of these sessions and also posts the information on its website. The DRJTBC can offer similar sign-up sessions in the greater Trenton and Lower Makefield area prior to implementation of tolling on the project. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

T14 - Mary Marshack: Hi. I live in Yardley, and my greatest concern tonight is the toll also. I understand we got to pay for it. I understood the need for a toll. My concern is just your general daily life. Little things that you like to do. Let's just say for on the weekend, you got a project to do on the house, and you want to run over to West Trenton Hardware to pick up a hammer or a rake or some little insulation, the cost of getting there is going to totally be prohibitive of it, and I'll end up at Home Depot, God forbid.

And those are just the little things, the little pieces it's going to take away if you could just -- I'm hoping that the cost to get back and forth is not too prohibitive.

Thank you.

Response: The DRJTBC has not yet established the toll rates and tolling policies that will be in place for the Scudder Falls Replacement Bridge. The DRJTBC is committed to conducting public outreach efforts to inform motorists of the toll rates, toll policies and to provide guidance on how motorists can register for E-Z Pass or obtain additional information in advance of tolls being implemented. The DRJTBC currently offers, as part of its E-ZPass program, a frequent user discount plan of 40%, if the user completes 20 trips or more within a 35-day period. The discount is applied on the E-ZPass account ten days after the final trip has been made. An E-ZPass customer of another agency may also participate in the DRJTBC's discount program by establishing a Companion Account. The DRJTBC will consider including the frequent user discount program in the toll rate program for the Scudder Falls Bridge. The DRJTBC offers E-ZPass QuickStart sign-up sessions at various locations throughout the year with customer service representatives to help customers complete a simple application form. Customers are required to pay $25 by major credit card or personal check so they may drive away with an active tag and pre-paid toll credit. Vehicle registration and license number are also required. The DRJTBC issues press releases of these sessions and also posts the information on its website. The DRJTBC can offer similar sign-up sessions in the greater Trenton and Lower Makefield area prior to implementation of tolling on the project.

T15 - Scott Gordon: Good evening. I'm a little late arrival here, so probably a lot of the issues have been discussed, but I think I have three concerns.

One, as the last two speakers mentioned, is the tolls. I live in Yardley. While we have a river, it doesn't separate our community from West Trenton. A lot of us have family over there. And often I'll travel two or three times over there to see family. Paying a toll is, you know, going to be very expensive.

The other thing of concern tonight is the notion that people aren't going to get off and go through the center of Yardley or along River Road. The fact is a lot of the people have to cross that daily don't make a lot of money. And whatever the toll, $1.50 or $3.50, if you don't have an E-Z Pass, it's $3.50, plus we'll send you an administrative charge every time you cross it. Makes no sense at all to me.

And then I think the last concern I have is really a bridge that's only going to funnel in to a few lanes, again, back above Newtown. I'm sure all of these issues have been discussed ad nauseam, but nonetheless are a concern to me.

Response: The DRJTBC has not yet established the toll rates and tolling policies that will be in place for the Scudder Falls Replacement Bridge. The DRJTBC is committed to conducting public outreach efforts to inform motorists of the toll rates, toll policies and to provide guidance on how motorists can register for E-ZPass or obtain additional information in advance of tolls being implemented. The DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge. There are existing bridges, free of tolls that may serve as a suitable alternative for some travelers.

In addition to the EA Addendum (which addresses the matter of tolling the southbound direction of the new Scudder Falls Bridge) a Traffic Diversion Study was performed to assess the potential traffic diversions associated with the tolls. The overall findings of the Traffic Diversion Study, dated May 11, 2011 indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. In both the low-toll and high-toll scenarios, traffic volumes on existing roadways during all periods of the day remain at or very close to current levels. The results of the Traffic Diversion Study are summarized in Section IV.A of the Addendum to the Environmental Assessment (EA Addendum). The forecasted traffic volume changes on River Road are summarized in the following table.

River Road/Rte 32 NB north of Washington Crossing				
Scenario	**2-way AADT**	**1-way AADT**	**2-way Pk HR**	**1-way Pk Hr**
2010 Counts	3,429	1,649	315	141
2015 - No Build/No Toll	3,628	1,744	336	149
2015 - Build/No Toll	3,557	1,708	329	144
2015 - Build/Low Toll	3,614	1,766	333	149
2015 - Build/High Toll	3,650	1,802	336	152
2030 - No Build/No Toll	4,153	1,997	383	160
2030 - Build/No Toll	4,077	1,958	375	155
2030 - Build/Low Toll	4,137	2,018	378	157
2030 - Build/High Toll	4,172	2,053	380	159

There are currently 3 lanes of through traffic in each direction on I-95 in NJ, north of the Route 29 Interchange and beyond the northern limits of the project, and two lanes of traffic in each direction on I-95 in PA beyond the southern limits of the project. Existing traffic volumes and future forecasted traffic volumes indicate that three (3) through lanes are warranted on the I-95 mainline to accommodate peak hour traffic flows. Where more than three (3) lanes are proposed in a particular direction on the Scudder Falls Bridge or adjacent section of I-95, these additional lanes are auxiliary lanes which are designed to facilitate movements to and from ramps at interchanges. The auxiliary lanes are required to meet AASHTO, PennDOT and NJDOT design criteria for acceleration/deceleration lane lengths, merging and weaving distances. They are a required design element and their use has been shown to improve traffic conditions on the mainline roadway. The third travel lane in the southbound direction on I-95 will be dropped as an exit to PA Route 332 allowing for a safe transition back to the two lane roadway section that will be signed appropriately with the required advance signing. The segment of I-95 southbound, south of Route 332 was evaluated to determine the operational impacts of transitioning from a three (3) lane section to a two (2) lane section. The PM peak hour for the design year 2030 was evaluated since the southbound direction experiences a greater volume of traffic during the PM peak. Under the no-build condition, this section of I-95 is forecasted to have a level of service "E". Under the build condition, for both the low toll and high toll scenarios, this section of I-95 is also forecasted to have a level of service "E" (i.e. no change in level of service).

Response to Written Comments from the General Public

W 1 – Matthew Anastasi (14 W Palmer Ave., Collingswood, NJ 08108)

I am a frequent visitor and user of the D & R Canal Towpath and I support inclusion of funds toward the construction of a path on the proposed Scudder Falls Bridge reconstruction. It is unlawful to not set aside funding for non-motorized access and the footpath would in my view be an essential link between the D&R and the Delaware Canal Pathways.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W 2 – Silvia Ascarelli (West Windsor, NJ)

This will provide another option for non-motorized traffic to get across the Delaware. Just as cars need more than one bridge from Trenton to New Hope, so do bicyclists and pedestrians. Some of these will be recreational users bringing extra cash to the community; some will be commuters who want to save gas money and/or get some exercise and be healthier (lowering medical costs) and freeing up road space on the bridge for motorists. And yes, bicycle tourism can bring in lots of money. Here's a link to a blog post from Adventure Cycling that will lead you to several examples:
http://blog.adventurecycling.org/2011/05/new-data-on-economic-impacts-and.html

This bridge will bring cyclists to and from the East Coast Greenway (think of it as an even longer Great Allegheny Passage that is benefiting communities from Pittsburgh to the C&O Canal in Maryland and has spawned efforts to build other routes from Pittsburgh to Harrisburg and Pittsburgh to Erie) as well as long-distance bicycle routes planned for upstream and downstream on the Delaware and the many recreational riders in Bucks and Mercer counties.

For those politicians who are concerned about spending $9 million for bicycle and pedestrian facilities and who are truly interested in saving money, I would ask why they aren't speaking out against nine lanes for motorists and asking whether we aren't just building excess capacity. The roadways feeding into this bridge aren't four lanes across, and the forecasts show that this bridge will be handling only about 60% of its rush-hour capacity in 2030 (slightly more if there is no toll and then it is entirely paid for by taxpayers ... which of course include bicyclists and pedestrians).

Keep the bike/ped facilities and make sure they are well-connected to the D&R Canal towpath and other local facilities!

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs

by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

Regarding the need for nine lanes, there are currently 3 lanes of through traffic in each direction on I-95 to the north of the project limits and two (2) through lanes in each direction on I-95 to the south of the project limits. The three (3) through lanes proposed in each direction within the project limits are warranted to accommodate peak hour traffic flows. Where more than three (3) lanes are proposed in a particular direction within the project limits, the additional lanes are auxiliary lanes which are designed to facilitate movements to and from ramps at interchanges. The auxiliary lanes are required to meet AASHTO, PennDOT and NJDOT design criteria for acceleration/deceleration lane lengths, and merging and weaving distances. They are required design elements and their use has been shown to improve traffic conditions on the mainline roadway.

W 3 – David C. Bennett (21 Pennock Terrace, Lansdowne, PA 19050)

I support the proposal for having a Bike/Ped walkway across the Scudder Falls Bridge. It makes no sense to me to build a bridge across the Delaware River that cannot accommodate pedestrian and cycling traffic. We need to prepare for the future and not simply adjust for the present. As time goes on, you will see an increase in consumer demand for transportation options that will accommodate those citizens who cannot afford to operate a motor vehicle but do pay taxes for infrastructure improvements. It is so important to provide for the future as well as the present. Please understand History and make way for future needs!

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian Facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W 4 – Kat Bohn

I think the budget should be adjusted to either allow a non-toll bridge, or don't replace it at all! Only do the necessary repairs. A lot of companies do a pay bonus for those who carpool. Maybe the 95 commission should offer something similar. There are enough tolls, enough bills and taxes we need to pay, and there is not enough cash to go around. Why don't you look for investors instead of punishing those bridge-goers with an additional financial burden?

Response: The need for the project stems from fact that the roadway capacity is inadequate to provide acceptable existing and future (2030) traffic operations during peak travel periods. Aside

from the congestion, there are other project needs which will be addressed by the improvements proposed under this project. Those include:

- *The existing I-95/Scudder Falls Bridge is approximately 50 years old, has experienced deterioration, and does not meet current design criteria, which presents a future reliability and safety concern.*
- *The existing I-95/Scudder Falls Bridge has inadequate inside shoulders and outside shoulders (breakdown lanes), which present safety concerns and contribute to congestion.*
- *The existing acceleration and deceleration lanes and spacing of ramp merges at the adjoining NJ Route 29 and Taylorsville Road interchanges are inadequate, which present safety concerns and contribute to congestion.*
- *Interchange configurations do not currently meet design criteria for lane and shoulder widths and ramp configurations.*

Many motorists and nearby residents have experienced the traffic backups that occur on a daily basis, especially during the peak travel periods Monday through Friday. The DRJTBC does promote the use of carpooling by area motorists. There is, in fact, an existing park and ride lot adjacent to the Taylorsville Road Interchange that area motorists may utilize for carpooling.

During the development of the 2009 EA, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of a TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding were available for the project. In addition, it was unlikely that sufficient project funding assistance (if any at all) from the federal and state governments would become available in the near future.

On December 21, 2009 the DRJTBC's Board of Commissioners authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and -- most notably – the lack of sufficient outside sources of funding to support the project.

The Scudder Falls Bridge is used by truckers, commuters, local residents and other travelers. The DRJTBC believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. Even if the DRJTBC were to have a private entity construct and finance these much needed improvements, similar to a Public-Private Partnership arrangement, there would still have to be a funding mechanism available to pay for the improvements. The tolling of the new bridge is that funding mechanism.

W5 – Jerry Foster

I'd like to reiterate my support for adding the biking and walking path as part of the new Scudder Falls Bridge. This path will get used by many who want to bike and walk for recreation, as well as bike commute to work, and will increase the usage of the trails along the Delaware on both sides of the river. Yes, even though there is a hill to climb to get from the river level to the bridge level. You will be amazed by the usage, the demand for which isn't apparent until the facilities get built.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian Facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W6 – Richard Himmer

All new transportation projects must consider all modes of transportation - autos, bicycles and pedestrians. A bicycle and pedestrian pathway on the Scudder Falls Bridge will connect the Delaware Canal towpath and the Delaware & Raritan Canal Towpath, and provide an important river crossing point north of Trenton. The crossing will also bring tourism to Yardley. The next bridge up river at Washington Crossing is not easily usable by cyclists because the sidewalk is so narrow.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W7 – Mitch Kelly

I read that the proposed walkway on the Scudders Falls Bridge has been called into question. I think the walkway would be a great idea, it would allow cyclists and pedestrians to cross the river between Trenton and Washington Crossing, connecting the D&R and D&L trails. I don't see how that's a bike path to nowhere. Please include the bike path. Hey, thanks for reading.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W8 – Tom Patton

Toll bridge on I-95 to alleviate congestion? Brilliant! I'll avoid I-95 like the plague!

Response: Tolls will be collected in the southbound direction of I-95 while the northbound direction will remain free of tolls. An All Electronic Cashless Tolling system will be used, allowing tolls to be collected while vehicles travel at prevailing highway speeds. This eliminates the traffic disruptions typically associated with toll booths.

It is estimated that 7 percent of the daily traffic will be diverted away from the Scudder Falls Replacement Bridge with the Low Toll scenario and approximately 19 percent of the daily traffic will divert away from the bridge with the High Toll scenario in the year 2015, compared to the No Build / No Toll condition. This result demonstrates that the higher the toll rate the more likely it is for traffic to divert away from the Scudder Falls Replacement Bridge. Similarly, the results show that for the year 2030, approximately 6 percent of the daily traffic will be diverted away from the Scudder Falls Bridge with the Low Toll scenario and approximately 16 percent of the daily traffic will divert with the High Toll scenario. It should be noted that <u>less traffic</u> is likely to divert in the afternoon peak traffic time period when traffic congestion on the adjacent non-tolled bridges is at its greatest in the southbound (heading into Pennsylvania) direction. The toll will be implemented in the southbound direction only, while the northbound direction will be free of tolls.

W9 – Don Pillsbury

I am writing to express my support for the inclusion of bike/pedestrian access on the new Scudder Falls Bridge. I realize the projected cost of $9 million is a large sum, but it represents less than 3% of the total cost of the project. The structure provides a vital link across the Delaware River between West Trenton and Yardley. Including bike and pedestrian access on the new bridge will connect two popular tourist destinations for cyclists and joggers. The town of Yardley as well as area Bed & Breakfast Inns will see an economic boost from these tourists.

This new structure will be in place for the next 50 years. Providing an active transportation alternative will be a legacy you will be able to share with your grandchildren.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian Facility for this project. On April 26, 2010, the DRJTBC announced its

decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W10 – Thomas Taggart (Water Quality Engineer for the Philadelphia Water Department)
I want to voice my support for the Scudder Falls Bridge Pedestrian and Bike Pathway. The bridge should definitely be built with a pathway for runners, cyclists, walkers, etc., to cross the bridge in safety.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W11 – O'Neil Williams (7701 Lindbergh Blvd., Apt.2008, Philadelphia, PA 19153)
I strongly support the inclusion of the bicycle and pedestrian pathway on the Scudder Falls Bridge. The Environmental Assessment estimates that the walkway will only account for $18 Million or 6% of the 300 Million dollar project. Federal Highway Administration Complete Streets Guidelines and NJ DOT Complete Streets Policy set cost reasonableness for at 20% of the total project cost.

Bicycle and pedestrian access to bridges are encouraged in all regional transportation plans including the Delaware Valley Regional Planning Commission's Long Range Plan as well as the respective New Jersey and Pennsylvania Bicycle and Pedestrian Plans. Ewing Township, NJ and Lower Makefield Township, PA have passed resolutions supporting inclusion of the pathway.

I am concerned about oil prices, public health, climate change and dwindling highway funds and believe that our region needs more energy efficient transportation choices, especially bicycling and walking. The DRJTBC should comply with Pennsylvania's Bicycle/Pedestrian Checklist and New Jersey's Complete Streets Policy and should design the new bridge to accommodate bicyclists and pedestrians. I urge you to include a bicycle/pedestrian facility on the Bridge because it is a reasonable, cost-effective and sustainable amenity that will benefit all potential Bridge users.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W12 – Steve Yourtee

Are you kidding, or maybe I should say out of your mind?
The report is obviously a well polished editorial, sugar coated and spoon fed to make a toll system on the new bridge palatable. No sense of human reason is considered, in fact the conclusions clearly go against the findings.

For example....the study acknowledges that currently motorists (yes, I'm one!!) go out of their way to cross on a free bridge, congestion or not, any toll savings is both economical as well as psychological. The study concludes that motorists would actually seek out and divert their current behavior to PAY TOLL on a new, improved bridge.....say what? No way, not me or anyone I know. In fact no matter what, I will avoid a toll bridge and go even more out of my way to take a free route. Translated, that means more traffic on the small, strained free bridge options. Who actually do they think will go out of their way to pay toll? People will avoid toll even if the bridges were next to each other (i.e. Rt 1 and 'Takes, Makes' bridges), yet the study concludes they will go out of their way to pay a toll? No sense of logic or reality on that! Bottom line..... myself and I'm sure many other motorists, no matter where I'm coming from, north or south, alter their travel route to take a free bridge and will continue to do so. I could go on and on, about logic and psychological reasons, if the simple monetary incentive wasn't enough, but it would surely fall on deaf ears since the study has shown no acknowledgement of those factors....actually has flipped them to a reverse thought process.

Another sidebar to instituting tolls on a new bridge.....I live in Lower Bucks. It's common knowledge that both fuel and liquor is considerably cheaper in New Jersey. The same goes for cigarettes in Pennsylvania, but I don't smoke. Whenever I need either, I cross the Scudders bridge and fill up or stock up. This is apparently a routine for many, because typically the Pa. plates equal or exceed the NJ plates at the retailers. When a toll is implemented, that will either stop or have an negative economic impact on New Jersey retailers close to the border. OR increase traffic on the smaller free bridges.
I didn't see any retail economic impact considered in the surveys, maybe they don't understand the scope of who really uses the bridge(s)? It goes much beyond the travelers in the northeast corridor who are going from Florida to Maine, in fact when the Turnpike link is completed, the people who are toll payers will be using that route, so in the future, expect that to be an even bigger down count in travel over the New Scudders Fall bridge, free or not. Maybe it will be proved that there isn't even a need for a

new bridge, just new ramps, at much less cost. Going forward, consider ALL factors in your carefully crafted surveys....they may make for different conclusions!

Response: The Traffic Diversion Study was prepared for the purpose of identifying projected traffic diversion based on the introduction of tolls on the Scudder Falls Replacement Bridge. The results show that 7 percent of the daily traffic will be diverted away from the Scudder Falls Replacement Bridge with the Low Toll scenario and approximately 19 percent of the daily traffic will divert away from the bridge with the High Toll scenario in the year 2015, compared to the No Build / No Toll condition. This result demonstrates that the higher the toll rate the more likely it is for traffic to divert away from the Scudder Falls Replacement Bridge. Similarly, the results show that for the year 2030, approximately 6 percent of the daily traffic will be diverted away from the Scudder Falls Bridge with the Low-Toll scenario ($1.00 for passenger cars) and approximately 16 percent of the daily traffic will divert with the High-Toll scenario ($3.00 for passenger cars). These overall results indicate that as traffic increases between 2015 and 2030, some of the traffic that had been diverting away from the Scudder Falls Bridge will go back to using the Scudder Falls Bridge crossing as nearby river crossings become more congested.

The results for the peak-hour traffic diversions indicate that the Scudder Falls Replacement Bridge will actually gain a small amount of traffic during the 5:00 PM to 6:00 PM peak hour for some of the scenarios analyzed. This is reasonable due to additional capacity provided by the Replacement Project, the heavy congestion that is currently experienced on the adjacent river crossings during peak periods, and the fact that diverting to the adjacent river crossings (Washington Crossing Toll-Supported Bridge and the Calhoun Street Toll-Supported Bridge in particular) could greatly increase the motorist's trip time. During the peak hour there will be approximately a one percent gain in Scudder Falls Bridge traffic under the Low Toll scenario in the year 2015, and about a 6 percent loss in traffic under the High Toll scenario for that same year. About a 5 percent gain in peak hour traffic is expected on the Scudder Falls Bridge under the Low Toll scenario in the year 2030 and approximately a one percent gain is estimated under the High Toll scenario for that same year. As was the case for the daily traffic diversions, as the overall traffic increases between the years 2015 and 2030, peak hour drivers who once diverted from the Scudder Falls Bridge are more likely to return to the Scudder Falls Bridge as it provides increased time savings over nearby river crossings.

The study results also indicate that the greatest percentage of traffic diverting away from the Scudder Falls Bridge – 56 percent – will divert to the Trenton – Morrisville Toll Bridge. A majority of this diverting traffic is most likely the result of traffic that used the existing Scudder Falls Bridge to avoid the toll at the Trenton – Morrisville Toll Bridge and now finds no reason to do so. In addition, an estimated 12 percent of the diverted vehicles either decide not to make the trip across the Delaware River, divert to a crossing outside the area, or leave the area roadways altogether. Approximately 19 percent of diverting traffic is expected to use the Washington Crossing Toll Supported Bridge, 11 percent is estimated to move to the Calhoun Street Toll-Supported Bridge and about two percent is expected to move to the Lower Trenton Toll-Supported Bridge. During the peak hour for toll scenarios that estimate a gain in Scudder Falls Bridge traffic, these same percentages apply, but as a loss in

traffic on the other bridges. For example, when the Scudder Falls Bridge is expected to have a one percent increase in traffic during the peak hour due to widening and tolling (as it does with the 2015 Low Toll scenario), 56 percent of this gain is expected to come from the Trenton- Morrisville Toll Bridge.

The overall findings of this study indicate that the traffic diversions resulting from the tolling and replacement of the Scudder Falls Bridge will result in minimal traffic impacts to the adjacent roadways and bridge crossings within the network during the most critical operational period – the peak hour – where our analysis shows a slight gain in Scudder Falls Bridge traffic when it is both replaced and tolled, with the exception of 2015 with the High Toll condition, where there is a 6 percent traffic loss. A small gain in peak hour traffic on the Scudder Falls Replacement Bridge means that there is a slight traffic reduction on the other area bridges during this time period compared to a No Build/No Toll condition.

The results of the Traffic Diversion Study are summarized in Section IV.A of the EA Addendum. As the project advances, the DRJTBC will determine what the toll rates will be as well as when tolling in the southbound direction will be implemented and become effective. The DRJTBC has also agreed to conduct a pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

W13 – Thomas Dillon, MBA (Lower Makefield Township Resident)

Please include a pathway for Pedestrian Travel in the Scudder's Falls Bridge Project. Bike, Run and Walk accessibility please. Thank you...

Response: We certainly appreciate all of the support and positive comments that have been received regarding Bicycle/Pedestrian facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W14 – John Jonik (2049 E. Dauphin St., Philadelphia, PA 19125)

<u>Public Comments on the Scudder Falls Bridge Project</u>

1) What does toll collectors' union, if any, say about camera only tolls? How many workers out of work?

Response: Over the years the DRJTBC has sought to make its toll operation safe and efficient for the motoring public. . In the case of the tolling of the new Scudder Falls Bridge, all electronic cashless tolling lanes will not replace manual toll collection because tolls are not presently being collected at this facility. Therefore no toll collectors will be replaced when tolls are implemented at this facility.

2) How do un-manned toll systems fit in with officials' endless talk about "creating jobs"? Since this project is "public - private", toll collection jobs would be "private sector jobs".
Response: Tolls will be collected in the southbound direction of I-95 while the northbound direction will remain free of tolls. An All Electronic Cashless Tolling system will be used, allowing tolls to be collected while vehicles travel at prevailing highway speeds. This eliminates the traffic disruptions typically associated with toll booths as well as the need for toll collectors at this facility. Whether the project is a public project or a P3 (Public Private Partnership) tolls will be collected via an All Electronic Toll Collection system (no toll collectors)

The DRJTBC has not yet made a decision as to whether or not the Scudder Falls Bridge Project will be advanced under the Public-Private Partnership (P3) project delivery method. A report evaluating the various P3 alternatives for the project has been prepared and is currently being reviewed by the DRJTBC.

3) What quantity of traffic will go to side roads to evade tolls, cameras, and E Z Pass? A report that those choosing alternate routes will "not increase congestion" does not answer that question.
Response: The overall findings from the Traffic Diversion Study Report dated May 11, 2011 indicate that traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal impacts to the adjacent roadways and bridge crossings within the region during both peak and non-peak traffic periods. This is true for both the low-toll ($1.00 passenger car; $4.00 per axle for trucks) and high-toll ($3.00 for passenger cars; $4.00 per axle for trucks) scenarios that were analyzed as part of the study. Certain motorists, including truckers, currently use the Scudder Falls Bridge in order to avoid the toll at the DRJTBC's Trenton – Morrisville (Route 1) Toll Bridge. The report shows that the greatest percentage of traffic diverting away from the new Scudder Falls Bridge (56%) will divert to the Trenton – Morrisville Toll Bridge. A majority of this diverting traffic is most likely the result of traffic that used the existing Scudder Falls Bridge to avoid the toll at the Trenton – Morrisville Toll Bridge. With tolls on both bridge crossings motorists will use the quickest, most efficient, bridge crossing. Given the capacity constraints (narrow travel lanes, load restrictions, etc.) and low levels of service during the peak traffic periods at the alternate toll-supported bridge crossings, the Trenton Morrisville Toll Bridge and the new Scudder Falls Toll Bridge are the most viable options to the traveling public during these time periods.

The results of the Traffic Diversion Study are summarized in Section IV.A of the EA Addendum. As the project advances, the DRJTBC will determine what the toll rates will be as well as when tolling in the southbound direction will be implemented and become effective. The DRJTBC has also agreed to conduct a pre-construction and post-construction traffic study and analysis as outlined

in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge

4) Heavy trucks, even if not increasing congestion, will be a noise and pollution problem and will put extra wear and tear on side roads. What prevents officials from "solving" this problem by adding new laws prohibiting certain vehicles from using currently-permitted public highways? What "unintended consequences" will result from that?

   Response: The DRJTBC owns and maintains the Scudder Falls Bridge and does not set legislation regarding road-use restrictions. Roadways outside the DRJTBC are owned by the State, county, or municipality where each roadway exists, and are therefore subject to legislation enacted by either the State of New Jersey or Commonwealth of Pennsylvania, including roadway-use restrictions. The Washington Crossing and Calhoun Street bridges are not suitable for truck traffic since these bridges are each posted with a 3 ton weight restriction. Similarly, the Lower Trenton Bridge is posted with a 5 ton weight restriction. Given the capacity constraints (narrow travel lanes, load restrictions, etc.) on the alternate DRJTBC toll-supported bridge crossings, the Trenton-Morrisville Toll Bridge and the new Scudder Falls Toll Bridge are the most viable crossings for heavy trucks that want to cross the Delaware River in the area.

5) Many, to cut costs, register cars where they don't live day to day. Is it within the law that this camera toll setup will, just "coincidentally", be about insurance or state-tax dodgers? That has no connection to tolls. If police on the alternate routes presume that some drivers may be improperly registered, that would be a civil rights problem if such drivers are pulled over for some otherwise-ignored infraction or other pretense. Perhaps those who "don't look as if they live in the area" will get special attention?

   Response: The cameras used in conjunction with the All Electronic Cashless Tolling system are used for the reading of license plates for toll collection purposes. That includes video license plate capture for purposes of invoicing motorists and for video enforcement. It is the responsibility of state and local law enforcement to ensure that the laws of the Commonwealth of Pennsylvania and the State of New Jersey are being obeyed.

6) How to pay tolls without having anything mailed to auto registration address? Will signs inform about where to mail toll payments so there will be no need for mail billing from toll authorities? This relates to students and tourists, among others, away from home and personal mail delivery for extended periods.

   Response: The DRJTBC is proposing to implement tolls only in the southbound direction on the new Scudder Falls Bridge using an All Electronic Cashless Tolling system which enables tolls to be collected as vehicles travel at prevailing highway speeds. Bridge tolls will be collected by one of the following three (3) methods:

a) ***E-Z Pass - the AECT system will read the E-Z Pass transponder, or tag, and deduct the toll from the motorist's E-Z Pass account. If the vehicle owner does not have an existing account with the DRJTBC they will be encouraged to establish an EZ Pass account with the DRJTBC, in order to take advantage of the DRJTBC's discount plan for frequent users.***

b) ***Registered Video – For non E-Z Pass tag holders who have registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. They will then be invoiced by mail. This will require the customer to establish a video toll account with the DRJTBC.***

c) ***Non-Registered Video - For non E-Z Pass tag holders, who have not registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. License plates not registered with the DRJTBC will require the DRJTBC to identify the customer from an outside vehicle registration database, after which they will be invoiced by mail.***

The administrative efforts involved in the collection of tolls from Registered or Non-Registered Video customers are more involved than they are for E-Z Pass customers. For Registered-Video customers, the billing information will be available through a search of the database maintained by the DRJTBC. For Non-Registered Video customers, it will be necessary to first identify the billing party for the vehicle. The billing information will be obtained from the Motor Vehicle Department of the state in which the vehicle's license plate was issued. For both Video toll-collection methods, once the billing information is located, an invoice will be mailed to the responsible party.

Regardless of the method of toll collection each vehicle owner elects to use, the vehicle owner will receive periodic billing statements unless there were no toll transactions and no financial activity in the account during the applicable period. The DRJTBC does not maintain a location for walk-in payment of toll charges.

7) A whole new "crime" will be created or made worse by this camera system as some drivers (in lower income categories, mostly) will camouflage license plates to avoid the tolls, a problem that may only very rarely happen at traditional toll booths.
Response: It is the responsibility of state and local law enforcement to ensure that the laws of the Commonwealth of Pennsylvania and the State of New Jersey are being obeyed. The video enforcement for the All Electronic Cashless Tolling System will identify any vehicles that are using the new Scudder Falls Bridge and unlawfully trying to avoid paying the toll.

8) What about confusion if someone besides the car owner drives over the bridge? Will the owner, getting the bill in the mail, have a duty to forward it to whoever was driving that day? What penalties are provided for a car owner who refuses to do, or does not do, the Toll Collection job?

Response: The registered owner of the vehicle utilizing the toll facility will be sent an invoice for the toll. The vehicle's owner is responsible for the person or persons using his or her vehicle. It will be the vehicle owner's responsibility to make sure that proper payment for the toll is made.

9) Will Rental Car firms charge renters for the "service" of dealing with toll payments? Will rental firms be obliged to forward the toll bill, or will they pay themselves and charge the renters' credit cards? If the card becomes inactive after covering basic rental charges, what then?
Response: People that rent a car from a car rental company sign an agreement with the rental company for the use of the vehicle. Many car rental companies have standard language built into the agreement as to the use of the rental vehicle in electronic toll facilities within the region and any fees associated with using the vehicle in an electronic toll facility.

10) Those who do not want a Private Business....E-Z-Pass...having access to personal information (name, address, license number, direction of travel, time and frequency of travel, etc.) seem to have no option but to pay the penalty fee or take another route.
Response: There will be an administrative fee, additional to the toll base rate, associated with the additional effort required to process tolls for Registered and Non-Registered Video customers. E-ZPass customers will not be charged the administrative fee. Motorists do have the option of using one of the other DRJTBC bridge crossings.

11) Is it absolutely guaranteed by law that E-Z-Pass Corp cannot, for any reason, provide that info to anyone, including other businesses or even law enforcement...except by a Court Order?
Response: All information related to an E-ZPass account holder including name/business name, address, account number, account balance, personal financial information, vehicle movement records or other information compiled from transactions, is for the exclusive use of the Delaware River Joint Toll Bridge Commission, its authorized agents or its employees. This account information is used solely for the purpose of billing account holders, deducting toll charges, enforcing toll collection laws and related regulations or to enforce the provisions of an account holder agreement, unless otherwise directed by court order in connection with a criminal law enforcement action.

12) Toll collectors have been historically invaluable for giving directions. Was that matter taken into consideration? It cannot be safer if people don't know where they are going after going through tolls.
Response: An All Electronic Cashless Tolling (AECT) System is a safe and efficient means of collecting tolls at this facility. It allows tolls to be collected while vehicles are traveling at prevailing highway speeds. This system of toll collection eliminates the need to construct a traditional type of toll plaza thus minimizing impacts to the surrounding environment. There are no tolls currently collected on the existing Scudder Falls Bridge so there is no way, currently, for motorists using this bridge to stop and ask directions from a toll collector.

13) The idea of charging more for drivers who choose not to be associated with the E-Z-Pass business is so reprehensible that it is hard to imagine it's legal. It's coercion. Can it be explained how it is legal for public entities to inconvenience and penalize people for failing to patronize a private business? ...and how did we the people approve of that through our representatives?

Response: T***olls on the new Scudder Falls Bridge will be collected by one of the following three (3) methods:***

a) E-Z Pass - the AECT system will read the E-Z Pass transponder, or tag, and deduct the toll from the motorist's E-Z Pass account. If the vehicle owner does not have an existing account with the DRJTBC they will be encouraged to establish an EZ Pass account with the DRJTBC, in order to take advantage of the DRJTBC's discount plan for frequent users.

b) Registered Video – For non E-Z Pass tag holders who have registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. They will then be invoiced by mail. This will require the customer to establish a video toll account with the DRJTBC.

c) Non-Registered Video - For non E-Z Pass tag holders, who have not registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. License plates not registered with the DRJTBC will require the DRJTBC to identify the customer from an outside vehicle registration database, after which they will be invoiced by mail.

The administrative efforts involved in the collection of tolls from Registered or Non-Registered Video customers are more involved than they are for E-Z Pass customers. For Registered-Video customers, the billing information will be available through a search of the database maintained by the DRJTBC. For Non-Registered Video customers, it will be necessary to first identify the billing party for the vehicle. The billing information will be obtained from the Motor Vehicle Department of the state in which the vehicle's license plate was issued. For both Video toll-collection methods, once the billing information is located, an invoice will be mailed to the responsible party.

There will be an administrative fee, additional to the toll base rate, associated with the additional efforts required to process tolls for Registered and Non-Registered Video customers. The implementation of this administrative processing fee may increase the number of motorists who choose to divert from the Scudder Falls Bridge to avoid the total cost of the toll plus the administrative fee.

There are also DRJTBC free bridges for motorists to use as an alternate to the newly tolled Scudder Falls Bridge.

14) Such tolls are forms of regressive taxation, as low-income people will pay a larger percent of income for this public service (the bridge) than those in higher income levels. It's legalized injustice and unfairness. Virtually everyone benefits by the bridge whether they use it personally or not, in matters of shipping of food, medical supplies, and all sorts of goods, and also from medical services and visitors' travel. With a toll system, those indirect beneficiaries will be excused from paying their share in management of a public bridge. This applies to tolls on any public bridge or highway.
Response: See response to Comment 16 below.

15) Parcel and other shipping and delivery service firms, will simply add the toll costs to their fees. Essentially, those shippers, though profiting by use of the bridge, will pay nothing for using it.
Response: See response to Comment 16 below.

16) What is the expected cost of all the back and forth mail? How much of it is expected to be lost, thus causing late fees and other penalties? This toll situation, along with all sorts of added and increasing fines and fees elsewhere, is yet another result of voters believing and electing candidates that promise to "cut taxes". That so many do not care to chip in, proportionate to their income, even for public services they use and depend on, is beyond discouraging.
Response to Comment No. 14, 15 and 16: The DRJTBC believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. There are also DRJTBC free bridges for motorists to use as an alternate to the newly tolled Scudder Falls Bridge.

W15 – J. Maddock

I want to comment on the I-95 bridge project dealing with the existing Northbound entrance onto I-95 North for Route 29, Southbound traffic. This same northbound access to I-95 is used by the State Police from their headquarters on River Road.

The projected alternative appears to eliminate the current northbound entrance off of the River Road. The traffic going southbound on Route 29 will now proceed over the current approach bridge, under the new I-95 bridge, and into a roundabout and then up onto the new I-95 route. Into that same roundabout will be all traffic:

- Going from Route 29 North going onto I-95 South
- All traffic from Route 29 North going onto I-95 North.
- All traffic coming off the bridge and going South on Route 29

This roundabout will be heavily used with the three traffic patterns noted above so it seems unwise to also add into this roundabout, all of the traffic going south on Route 29 that wants to go north on I-95.

The simplest solution would seem to maintain a I-95 North bound entrance off of the River Road, where it currently exists.

Response: The preferred alternative for the NJ Route 29 Interchange includes two roundabouts, one for the northbound on/off ramps, and one for the southbound on/off ramps. A report entitled "I-95/Scudder Falls Bridge Improvement Project NJ – 29 Interchange Roundabout Evaluation Study" dated March 2006 and prepared by Kittelson and Associates, Inc. evaluated the operational aspects of the proposed roundabouts for the NJ Route 29 Interchange. Both of these roundabouts are projected to operate at acceptable Levels of Service during both the morning and afternoon peak traffic periods for the 2030 design year. The configuration of the proposed NJ Route 29 interchange, particularly the roundabouts, was thoroughly reviewed by NJDOT and is fully endorsed by NJDOT. NJDOT was a proponent of the proposed NJ Route 29 interchange features and alignment (including the roundabouts) and was involved in its development.

The I-95 NB on-ramp from Upper River Road has been eliminated because the AASHTO, and NJDOT highway design criteria for distance between two successive on-ramps is not met. The American Association of State Highway and Transportation Officials (AASHTO) design guidelines call for a minimum distance of 1,000 feet to be provided between successive entrance ramps on freeways. The proposed design does not meet the recommended minimum distance of 1,000 feet between the entrance ramp to I-95 northbound from the realigned NJ Route 29 and the existing I-95 northbound entrance ramp from Upper River Road. The volume from the eliminated on-ramp is redistributed to the I-95 Northbound on-ramp from NJ Route 29. The local roads impacted by the ramp elimination as well as the interchange operate at acceptable Levels of Service.

The proposed interchange provides for all movements to and from I-95 Northbound and Southbound, and to and from NJ Route 29.

The Upper River Road ramp is adjacent to the access for the New Jersey State Police facility. This facility operates the State's emergency and Homeland Security operations from the new Emergency Operations Center. Access to I-95 for immediate response to emergency and/or Homeland Security operations is critical. Coordination with the New Jersey State Police has resulted in the provision of an emergency gated access for use only under emergency response.

W16 – J. Maddock

I would like to comment on the proposed I-95 bridge project.

Has the projected traffic density taken into account that Interstate Route 95 will eventually be re-routed onto the Pennsylvania Turnpike, (where the current I-95 crosses the Pennsylvania Turnpike) and then over a new bridge that will be built over the Delaware River?

I believe this project has been approved although I don't know for sure the status of that proposed re-routing of I-95, but if that proposal will in effect take place:

- That rerouting should reduce dramatically the projected traffic over the proposed new I-95 bridge.

- The roadway over the proposed new bridge, would no longer be I-95, but probably become I-295.

Response: The traffic projections for the project do take into account the proposed improvements that are planned for the Pennsylvania Turnpike. The I-95 and Pennsylvania Turnpike Interchange project is currently in the design phase. With the completion of the interchange, the re-designation of a portion of I-95 is anticipated. The renaming includes the portion of current I-95 from the PA Turnpike in Bristol, Pennsylvania over the Delaware River into Lawrenceville, New Jersey. This section of I-95 will be re-designated as I-195.

W17 – J. Maddock

I would like to comment on the proposed Scudder Falls Bridge, in particular about the width of the new bridges and the reasons for that width.

Currently there are two lanes of traffic in each direction, for a total of **4 lanes**. In reviewing the design of the proposed project, the combined two new bridges will have **13 lanes**, which seems like a bit of over design!

Proposed breakdown lanes:
What are the probabilities that breakdowns will occur on a bridge, of just over a half mile, at a rate that would ever require the use of both breakdown lanes at the same time and in the same area on the bridge?

I am suggesting that we toll payers simply cannot afford the cost of a second breakdown lane in each direction. If $300 million dollars of the construction cost is earmarked for the 13 lanes, the cost to build each lane would be approximately $23 million dollars.

The very few breakdowns that will occur on this short bridge in the life of the bridge simply do not justify the extraordinary cost of the two extra breakdown lanes.

It was noted in the presentation on Thursday evening that the Federal Government is contributing no funds to this project. If that is the case, and if it is the Federal Government that specifies that the bridges must have two breakdown lanes in each direction, then I submit that those toll payers who will pay for the bridge, and not the Federal Government should have the final say on what the bridge requires in the way of breakdown lanes.

Response: The existing Scudder Falls Bridge includes two (2) travel lanes in each direction for a total of four (4) lanes. The existing four lane bridge will be replaced by a new bridge consisting of three (3) travel lanes in each direction, one (1) auxiliary lane in the southbound direction and two (2) auxiliary lanes in the northbound direction for a total of five lanes northbound and four lanes southbound on the new Scudder Falls Bridge and the approaches. Full width inside and outside shoulders will be provided in both directions, including 14 foot wide inside shoulders to accommodate future bus rapid

transit. The new nine (9) lane Scudder Falls Bridge, with full shoulders, will replace the existing four (4) lane bridge, with no shoulders.

The inclusion of shoulders on both sides of an interstate highway is recommended under current design standards. A minimum inside shoulder width of 12 feet is recommended under current design standards. A 14-foot inside shoulder width is proposed to accommodate future bus transit lanes. The Project will be designed to meet PennDOT, NJDOT and ASHTO standards.

Breakdowns do occur on the bridge and shoulders that meet current design standards will provide an area for broken-down vehicles as well as emergency use. This past summer an accident occurred on the bridge where a vehicle broke down on the bridge and was rear ended by another vehicle, which resulted in a fatality. Proper inside and outside shoulders are warranted and much needed.

FOLLOWING ARE COMMENTS CARDS RECEIVED AT THE PUBLIC HEARING

W18 – Albert Scerbo (29 Concord Lane, Yardley, PA)

I live in the development along Highland Drive and daily take Taylorsville Rd. Northbound to get on 95N for work in Princeton. The proposed traffic light on Taylorsville Road south of 95 will cause morning traffic to back up on Taylorsville and block my ability to turn Northbound on Taylorsville Road and onto 95. The traffic light is not needed at this location and will only serve to create morning congestion that does not presently exist. Please consider the impact of residents coming out of Highland Drive onto Taylorsville Rd.

Separately I appreciate the use of soundwalls particularly as my property abuts the highway property line. Please continue to place the walls on the ridge and current highway fence line. In terms of wall design, please use color and material that blends in with the real nature of the area.

Response: The preferred alternative for the project will add two signalized intersections, for a total of three signalized intersections along Taylorsville Road. This includes the two on/off ramp T-Intersections and the four-leg Woodside Road intersection. All three signalized intersections will operate at acceptable level of service during both the morning and afternoon peak hours under the proposed action. All three traffic signals will be interconnected in order to maximize the operational efficiency of traffic along Taylorsville Road between Highland Drive and Woodside Road.

The DRJTBC will coordinate with the neighborhoods at which noise barriers are proposed during the final design phase. During the final design phase, a detailed optimization of barrier lengths, heights, costs and locations will be conducted in conjunction with the final design engineering process to ensure compatibility and the most cost-effective and efficient noise barrier design. Meetings with the affected communities will be held during final design to solicit community input regarding aesthetic considerations on the community side of the wall.

W19 – Victor Fiori (140 Dolington Road, Yardley, PA 19067)

Hello, my name is Victor Fiori. I reside at 140 Dolington Road, Lower Makefield Township, Yardley, PA. I am concerned about stormwater and hydrology issues. In the late 1950's the highway destroyed the watershed ruining streams, and causing flooding problems. I have endured 42 years of flood damage to structures and farm bridge. The late James Coyne, Lower Makefield Township Road master told me that my flooding problem was from I-95 draining into the stream that runs through my tract. Please use ultra modern methods, permeable asphalt, weirs, etc. to improve the existing conditions relative to flooding and hydrology.

Response: The project will include stormwater Best Management Practices (BMPs) to address the stormwater runoff resulting from the project's additional impervious surfaces. The project will conform to applicable water quality and stormwater management regulations and will apply for applicable permits and approvals during the final design and permitting phase of the project. The EA/Draft 4(f) documents the impacts and mitigation of the proposed action on floodplain (Chapter IV.J), surface waters (Chapter IV.G), and wetlands (Chapter IV. K).

W20 – Vic Fiori (P.O. Box 266, Yardley, PA 19067)

Hello, my other concern is CCTV cameras and security along the Delaware Canal State Park towpath. I understand the need for cameras along the Interstate, but can they be ultra discrete or hidden from towpath users. The obtrusive cameras take away from the natural beauty of the Canal and its towpath.

Response: The mission of the Delaware River Joint Toll Bridge Commission is to provide safe, dependable and efficient river crossings between Pennsylvania and New Jersey. To assist in this mission, the DRJTBC installed cameras on the I-95 bridge over the Delaware Canal. The cameras are part of the Electronic Surveillance/Detection System (ESS) network that was installed at all of the DRJTBC bridges and facilities. The entire ESS network provides the public with added security while enhancing the Commission's ability to respond to accidents and other incidents at its bridges, approach roadways, buildings, and support facilities.

W21 – Carrie Wetherby (52 Eaton Ct., Newtown, PA 18940)

I am concerned that the toll booth would slow down the traffic (southbound) if it's not an express EZ Pass.

I merge onto I-95 south at the Route 29 on ramp, and the traffic either whizzes by so we can't merge at all, or is slowed up to a crawl to allow "us" to merge.

Given the expansion, merging should be easier and at a faster speed (for us merging cars) than it is now, but unless the toll is an express, this bridge widening will not alleviate the dangerous traffic conditions at that juncture.

Please, if you haven't already, consider an Express EZ Pass.

I am really disappointed that the updates to the Route 1 bridge did not include express EZ Pass. Traffic there has not been alleviated and especially because someone merging onto the bridge on the Jersey side of the river must cross over 2 southbound lanes to try to get into the left most EZ Pass lanes – which are often backed up east of the on ramp (so people get mad that you need to "butt" in line). The EZ Pass only lanes should have been one on the far left and one on the far right.

This is my second comment page, written at 8:30 pm after the meeting was over. My concerns were not exactly verbalized by others during public comment.

1) I get on southbound 95 from "northbound" Rte 29 (Aka-the base of the bridge) and exit at the New Hope exit onto Taylorsville Northbound toward Woodside (aka, the base of the bridge). I rarely am able to get up to "the prevailing speed of traffic" by the time I have to exit (without spending a lot of gas in rapid acceleration). Would you plan to toll me? Where will the toll booth be placed, exactly?
2) We do not need 2 traffic circles, especially not for those traveling in my direction of traffic – which is the majority of the traffic in that area. There is a need to eliminate the "scissor ramps/lanes" simply because they are terribly scary, dangerous and confusing. Plus, there is very little traffic that goes through the scissor area, so a traffic circle there is probably an okay idea. Traffic circles as a whole are frightening and confusing and are being gradually eliminated, so I think they are an archaic and outdated solution to the scissor area.
3) In my 4.5 years of traveling this area at rush hours (am and pm) I have <u>never</u> seen or been inconvenienced by an accident, <u>EVER</u>. But I was recently rear-ended on the Exit 49 off ramp in Newtown coming off of I-95 southbound. I think that's out of your jurisdiction, though.

Response: The DRJTBC is proposing to toll the new I-95/Scudder Falls Bridge in the southbound direction only. Tolling will be "all electronic cashless tolling (AECT)". With AECT, tolls will be collected electronically through the E-ZPass system or through video capture and billing. A conventional toll plaza will not be built and there will be no toll booths. AECT is an electronic toll collection system that allows motorists to travel at prevailing speeds without having to stop to pay the toll. License plates of motorists passing through the "cashless" toll system who are not E-ZPass tag holders will be subject to video capture by the electronic equipment mounted in the overhead gantry. These motorists will receive a bill in the mail for the toll charges. The All Electronic Tolling is accomplished by means of electronic tolling equipment mounted on an overhead gantry. The gantry will be located either on the bridge or on I-95 southbound in PA in close proximity to the bridge. The final location of the toll equipment gantry will be determined during the final design phase of this project. Your trip from the NJ Route 29 interchange south across the Scudder Falls Bridge to Taylorsville Road will require you to pay a toll when tolls are implemented on the new bridge.

As far as your comments regarding the Route 1 bridge (Trenton – Morrisville Toll Bridge) are concerned, that area of DRJTBC jurisdiction is outside the limits of this project. We certainly will take your comments under consideration when any future improvements are made to the Route 1 (Trenton – Morrisville Toll Bridge) toll plaza and approach roadway.

The preferred alternative for the NJ Route 29 Interchange includes a folded diamond interchange with two roundabouts, one for the northbound on/off ramps, and one for the southbound on/off ramps. A report entitled "I-95/Scudder Falls Bridge Improvement Project NJ – 29 Interchange Roundabout Evaluation Study" dated March 2006 and prepared by Kittelson and Associates, Inc. evaluated the operational aspects of the proposed roundabouts for the NJ Route 29 Interchange. Both of these roundabouts are projected to operate at acceptable Levels of Service during both the morning and afternoon peak traffic periods for the 2030 design year. The configuration of the proposed NJ Route 29 interchange, particularly the roundabouts, was thoroughly reviewed by NJDOT and is fully endorsed by NJDOT. NJDOT was a proponent of the proposed NJ Route 29 interchange features and alignment (including the roundabouts) and was involved in its development. The southern limit of this project is at the PA Route 332 interchange (Exit 49 on I-95). There are no major improvements planned for this interchange as part of this project beyond tieing in to the existing roadway configuration along I-95 and some modifications to the stormwater basin within the infield area of the interchange. This area of the project is under the jurisdiction of PennDOT. Any future improvements required to this interchange will be subject to PennDOT's review and approval.

W22 – Ronald Harland (1 Harlow Court, Yardley, NJ 19067)

Average Americans lose some 55% of their earnings to government and taxes. I like most if not all of my neighbors oppose any efforts to impose a new tax couched in the form of a toll on this project either now or anytime in the future.

100s if not 1000s of bridges are built throughout the USA each year and do not impose any added tax/toll. Any funding should be shouldered by federal and/or state funds or the project should not be implemented.

As a local, this proposed toll will effect my interstate commerce and serves as an unconstitutional act. Again no state has the right to regulate interstate commerce. This means interrupt regular commerce with adverse acts such as imposing a toll, between states.

Response: During the time the original EA was in progress, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC Board of Commissioner's authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project. In addition, the DRJTBC believes a toll paid by users of the bridge is the most

equitable and plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor.

It should be noted that the FHWA has determined that under the DRJTBC Compact, Supplemental Agreement and Congressional provisions relating to Congress's approval of the Compact and Supplemental Agreement, the DRJTBC may toll any newly constructed bridge, including a bridge that replaces an existing free bridge that has been demolished. This determination allows the DRJTBC to toll the new and replaced Scudder Falls Bridge. There are, in fact, a number of toll roads that are part of the Interstate System including the Illinois Turnpike, Indiana Turnpike, New Jersey Turnpike, New York Thruway and the Ohio Turnpike.

W23 – Concerned Local User (Yardley)

What is the means for bridge tolling – EZ Pass, license plate photo capture?

If there is no EZ Pass, will the tolls be higher than for those with EZ Pass? Is this fair?

Bridge tolls will be collected by one of the following three (3) methods:

a) E-Z Pass - the AECT system will read the E-Z Pass transponder, or tag, and deduct the toll from the motorist's E-Z Pass account. If the vehicle owner does not have an existing account with the DRJTBC they will be encouraged to establish an EZ Pass account with the DRJTBC, in order to take advantage of the DRJTBC's discount plan for frequent users.

b) Registered Video – For non E-Z Pass tag holders who have registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. They will then be invoiced by mail. This will require the customer to establish a video toll account with the DRJTBC.

c) Non-Registered Video - For non E-Z Pass tag holders, who have not registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. License plates not registered with the DRJTBC will require the DRJTBC to identify the customer from an outside vehicle registration database, after which they will be invoiced by mail.

The administrative efforts involved in the collection of tolls from Registered or Non-Registered Video customers are more involved than they are for E-Z Pass customers. For Registered-Video customers, the billing information will be available through a search of the database maintained by the DRJTBC. For Non-Registered Video customers, it will be necessary to first identify the billing party for the vehicle. The billing information will be obtained from the Motor Vehicle Department of the state in which the vehicle's license plate was issued. For both Video toll-collection methods, once the billing information is located, an invoice will be mailed to the responsible party.

There will be an administrative fee, additional to the toll base rate, associated with the additional efforts required to process tolls for Registered and Non-Registered Video customers. For purposes of estimating the number of motorists who are likely to divert from the Scudder Falls Replacement Bridge once the tolls and applicable administrative fees (where needed) are implemented, an assumed administrative fee of $1.75 for Registered Video customers, and $3.50 for Non-Registered Video customers was applied per trip in the southbound, or tolled, direction. These fees were developed by an operating cost estimate analysis which took into account factors such as percentages of respective trips across the bridge by EZ Pass, Registered Video, and Non-Registered Video customers; and tolling transaction and account costs. These administrative fees were used solely for the basis of estimating potential traffic diversion volumes.

The amounts of the administrative fees cited in the examples noted above should not be construed as exact amounts that will be charged when the tolls and fees are implemented on the Scudder Falls Replacement Bridge, since the DRJTBC has not yet established these rates.

The DRJTBC is committed to conducting public outreach efforts to inform motorists of the toll rates and administrative fees in advance of tolls and fees being implemented in the southbound direction of the Scudder Falls Replacement Bridge. The northbound direction (from PA to NJ) will remain toll-free, consistent with the DRJTBC's toll policy at other DRJTBC-owned toll facilities.

W24 – Susan Herman (President, Residents for Regional Traffic Solutions, Inc.)

Residents for Regional Traffic Solutions Inc., an organization representing well in excess of 9,000 residents in five (5) municipalities in the vicinity of the Scudder Falls Bridge, supports the inclusion of the bicycle and pedestrian path in the *Scudder Falls Bridge Improvement Project*. We embrace the concept of "Complete Streets", which is now considered to be good public policy – that is, when new highway and bridge projects are planned, they are designed to accommodate all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a "Complete Street". Residents look forward to a bicycle and pedestrian facility that will provide improved access to the Delaware River Canal Towpath on both sides of the river and foster more biking and walking in our community.

Response: We certainly appreciate all of the support and positive comments that have been received regarding the Bicycle/Pedestrian Facility for this project. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the project's overall program costs by $18 million in 2009. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document.

W25 – Victor E. Fiori (140 Dolington Road, P.O. Box 266, Yardley, PA 19067)

I am here tonite to address my concerns for stormwater and hydrology concerns. My family and I have been suffering from flooding for 42 years. We have been told time and again by Lower Makefield officials that a lot of our flooding is from four miles of roadway draining into the stream that flows through our tract.

We are also concerned with the hydrology of the acquifer being further impacted by more impervious surfaces. The area is underlaid with Triassic fractured sandstones of the Stockton acquifer and layer is now very shallow due to the existing roadway being under original grade levels of pre construction water shed topography.

We have cleaned flood debris for 42 years, lost bridges to flooding, endangered our lives in 1996, and now cleanup of all sorts of trash on almost every rain storm event.

What I would like to see is not only effective storm water management, but also ground infiltration/pervious blacktop or riprap weirs to keep the groundwater levels at pre construction levels.

Another concern of mine is if the "Rest Area" is fully sewered by public utilities? This rest area was put in during the early 60's and has an antiquated septic system which with the new bridge would make a heavy load of sewer pollution introduced into the ground water. This must be connected to public sewers of Pownal Drive to the North.

Response: The project will include stormwater Best Management Practices (BMP's) to address the stormwater runoff resulting from the project's additional impervious surfaces. The project will conform to applicable water quality and stormwater management regulations and will apply for applicable permits and approvals during the final design and permitting phase of the project. Infiltration testing has been performed along the project corridor, in Pennsylvania and New Jersey, which has been coordinated with the respective regulatory agencies in each State. The EA/Draft 4(f) documents the impacts and mitigation of the proposed action on floodplain (Chapter IV.J), surface waters (Chapter IV.G), and wetlands (Chapter IV. K).

As far as your comments regarding the Rest Area located along I-95 are concerned; improvements/modifications to the I-95 Rest Area are not part of this project. The I-95 Rest Area is under the jurisdiction of PennDOT and they are the agency responsible for any improvements and/or upgrades that are necessary to the facility.

W26 – Steve Richman

I am writing this letter in order to vehemently protest the proposed Scudder Falls bridge project. I was unable to attend the hearing last week to voice my objections in person.

Let me state that the disruptions of traffic on the bridge plus the noise and dirt produced by such construction are not worth the announced $322 million of cost of the project. To add insult to injury, the prospect of us drivers having to pay a dollar more when using that bridge, when now we pay nothing

at all is intolerable and unnecessary. For years, I and thousands of other drivers have gone out of our way to use this free bridge in order to avoid the toll bridges. My suggestions for bridge improvement are:

a) Repave it, 1 lane at a time, while keeping the other lanes open.
b) If possible, do this repaving, only at night (after 8pm) in order to inconvenience a minimum of drivers.
c) Do not widen the road. That would considerably reduce the duration of the project and the cost.
d) Therefore, no toll would be needed to defray the cost, or a maximum of 50 cents per trip.

Also, the idea of adding an administrative fee (as mentioned in the Phila. Inquirer last week) is outrageous and unacceptable.

As a person who used that bridge for decades, my perspective is that the bridge is excellent, and requires, if any change, a minimum of attention. Please spare all of us the prospect of a long, unpleasant, and extremely expensive experience. Any possible benefits do not at all justify the obvious negatives that thousands of people would have to endure.

Please feel free to phone me at the number below.

Do spare us of the torture of the proposed project. Thank you.

Response: The need for the project stems from fact that the roadway capacity is inadequate to provide acceptable existing and future (2030) traffic operations during peak travel periods. Aside from the congestion, there are other project needs which will be addressed by the improvements proposed under this project. Those include:

- ***The existing I-95/Scudder Falls Bridge is approximately 50 years old, has experienced structural deterioration, and does not meet current design criteria, which presents a future reliability and safety concern.***
- ***The existing I-95/Scudder Falls Bridge has inadequate inside shoulders and outside shoulders (breakdown lanes), which present safety concerns and contribute to congestion.***
- ***The existing acceleration and deceleration lanes and spacing of ramp merges at the adjoining NJ Route 29 and Taylorsville Road interchanges are inadequate, which present safety concerns and contribute to congestion.***
- ***Interchange configurations do not currently meet design criteria for lane and shoulder widths and ramp configurations.***

Two lanes of traffic will be maintained during peak travel hours on I-95. Temporary lane restrictions, temporary closures, temporary widening or temporary ramps may be required for local roads and ramps at certain locations. Where such measures are required, efforts will be made to limit these activities to off-peak periods. Such measures are likely to be required at certain interchange locations in order to facilitate the construction of the new ramps and other features (e.g., the Taylorsville Road Interchange and access from Highland Avenue). Advanced notification will be given to the traveling

public regarding traffic pattern changes and ramp closures. Proper signing and detours will be implemented in accordance with applicable PennDOT, NJDOT, AASHTO and/or MUTCD requirements.

Bridge tolls will be collected by one of the following three (3) methods:

a) E-Z Pass - the AECT system will read the E-Z Pass transponder, or tag, and deduct the toll from the motorist's E-Z Pass account.

b) Registered Video – For non E-Z Pass tag holders who have registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. They will then be invoiced by mail. This will require the customer to establish a video toll account with the DRJTBC.

c) Non-Registered Video - For non E-Z Pass tag holders, who have not registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. License plates not registered with the DRJTBC will require the DRJTBC to identify the customer from an outside vehicle registration database, after which they will be invoiced by mail.

The administrative efforts involved in the collection of tolls from Registered or Non-Registered Video customers are more involved than they are for E-Z Pass customers. For Registered-Video customers, the billing information will be available through a search of the database maintained by the DRJTBC. For Non-Registered Video customers, it will be necessary to first identify the billing party for the vehicle. The billing information will be obtained from the Motor Vehicle Department of the state in which the vehicle's license plate was issued. For both Video toll-collection methods, once the billing information is located, an invoice will be mailed to the responsible party.

There will be an administrative fee, additional to the toll base rate, associated with the additional efforts required to process tolls for Registered and Non-Registered Video customers. **W27 – Tom DiGangi, Jr. (Executive Director of the Associated General Contractors, Raritan Center Plaza II, 91 Fieldcrest Avenue, Edison, NJ 08837)**

On behalf of the Associated General Contractors of New Jersey (AGC of NJ), I submit this letter in support for the I-95/Scudder Falls Bridge Improvement Project and the implementation of a cashless tolling system as the sole source of revenue for its construction.

The findings of the Addendum to the Environmental Assessment (EA) revealed that the cashless tolling system will not create additional traffic congestion problems on local roads and bridges as was disclosed in the original Environmental Assessment document. With little or no financial assistance from New Jersey, Pennsylvania and the federal government for the project, a cashless tolling system will insure that the users of the replacement bridge and surrounding roadways bear the cost of the project.

The AGC of NJ has been an active proponent of this critical infrastructure project since its inception, and we appreciate the due diligence taken by the DRJTBC over the past eight years to ensure that the design

and construction of the bridge have minimal additional impact on the local roadways, adjacent river crossings and surrounding historic and cultural resources.

The AGC of NJ is a statewide trade association comprised of hundreds of members engaged in heavy, highway, site development and utility construction. If we can be of further assistance, please call us at: (732) 738-9454.

Response: Thank you for your support. We appreciate the support that the AGC of NJ and others have provided for this much needed project.

W28 – JP Maddock

I would like to comment on the proposed I-95 bridges project. My concern is with what the projected tolls will have to be to cover the announced cost of the two new bridges.

HISTORY

The Delaware River flood of 1955 swept away the Yardley- New Jersey bridge and in its place was constructed a :"bailey bridge" over the Delaware, and this bridge remained in operation until the I-95 bridge was opened in 1960. At the time the new bridge project terminated at the Newtown Exit and in New Jersey at Scotch Road.

The I-95 bridge remained a local bridge, for all intensive purposes, until I-95 was constructed up to the bridge on the Pennsylvania side sometime in the 1970's.

I would submit that most of the traffic on the bridge today comes from Mercer & Bucks County, so that the new $330 million dollar bridge will probably remain basically a local bridge, especially since I-95 is proposed to cross over the Delaware on the Penna Turnpike when that project is completed,

In any event, it would seem to me that residents of Mercer and Bucks Counties should receive "local" toll rates to use, what to most drivers, is still a local crossing of the Delaware River. This concept of lower pricing for consistent users is in effect in many areas of our economy and should be considered for this proposed new bridge.

Response: The DRJTBC has not yet established the toll rates and tolling policies that will be in place for the Scudder Falls Replacement Bridge. The DRJTBC is committed to conducting public outreach efforts to inform motorists of the toll rates, toll policies and to provide guidance on how motorists can register for E-Z Pass or obtain additional information in advance of tolls being implemented. The DRJTBC currently offers, as part of its E-ZPass program, a frequent user discount plan of 40%, if the user completes 20 trips or more within a 35-day period. The discount is applied on the E-ZPass account ten days after the final trip has been made. An E-ZPass customer of another agency may also participate in the DRJTBC's discount program by establishing a Companion Account. The DRJTBC will consider including the frequent user discount program in the toll rate program for the Scudder Falls Bridge.

W29 – JP Maddock

I would like to comment on the two I-95 bridges and specifically on the proposed bike path that is incorporated into the design of the new bridges.

While the idea of a bike path utilizing the new bridges is a worth while concept; the question becomes, will the vehicle toll payers be asked to pay for this bike lane?

If there will be no state or Federal funds provided for any part of this bridge project, then we toll payers will be asked to pay for the bike lanes. Bikers can currently use the Calhoun Street Bridge or the Washington Crossing Bridge, which is only 2/12 miles upstream.

Is it worth the cost of constructing the bike lanes when the bikers can cross the Delaware just up stream?

Because of the staggering cost of this proposed project, if the bike path remains an element of the project, it seems to me that bikers should be asked to pay for the construction of their bike lanes, just as we drivers will be asked to pay for the vehicle lanes.

Response: For projects of this nature it is a federal requirement that multi-mode transportation needs are studied for inclusion into the project. During the comment period for the 2009 Environmental Assessment, the DRJTBC received numerous comments in favor of the inclusion of the bicycle/pedestrian facility. Subsequent to the December 2009 to January 2010 EA/Draft 4(f) comment process, the DRJTBC cited the livability merits of a bicycle/pedestrian facility and approved its inclusion in the proposed actions. The DRJTBC further acknowledges that the bicycle/pedestrian facility will provide health, environmental, and quality of life benefits, among others, to the project area's communities and the region. The bicycle/pedestrian facility will not be tolled. Construction and maintenance costs would be funded from DRJTBC toll revenue.

W30 – Carol Kelly

We need to keep Scudder Falls Bridge a free bridge. If it becomes a toll bridge, commuters will try to avoid the toll by taking other bridges which are free. One which would be impacted would be the historic Washington Crossing Bridge between Washington Crossing, PA. and Titusville, NJ. This bridge spans the area where General George Washington crossed the Delaware on Christmas night in 1776 and proceeded to Trenton to win a decisive battle. More traffic on this unique bridge would have a negative affect upon a beautiful area that is already suffering from the traffic. Please help us to maintain our heritage and keep the traffic from increasing in the area of the Crossing that changed the course of the history for the Western World. Keep Scudder Falls free!

Response: The need for the project stems from fact that the roadway capacity is inadequate to

provide acceptable existing and future (2030) traffic operations during peak travel periods. Aside from the congestion, there are other project needs which will be addressed by the improvements proposed under this project. Those include:

- *The existing I-95/Scudder Falls Bridge is approximately 50 years old, has experienced structural deterioration, and does not meet current design criteria, which presents a future reliability and safety concern.*
- *The existing I-95/Scudder Falls Bridge has inadequate inside shoulders and outside shoulders (breakdown lanes), which present safety concerns and contribute to congestion.*
- *The existing acceleration and deceleration lanes and spacing of ramp merges at the adjoining NJ Route 29 and Taylorsville Road interchanges are inadequate, which present safety concerns and contribute to congestion.*
- *Interchange configurations do not currently meet design criteria for lane and shoulder widths and ramp configurations.*

During the time the original EA was in progress, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC Board of Commissioner's authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project. In addition, the DRJTBC believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor.

Regarding the impacts of traffic diversions, the EA Addendum addresses traffic and other impacts associated with the decision to implement tolls in the southbound direction on the new Scudder Falls Bridge. When tolls are introduced to a facility for the first time, it is expected that some drivers will divert to alternate locations to avoid paying a toll. It is also expected that a new, widened Scudder Falls Bridge will attract additional traffic from other river crossings, mitigating some of the effects of diversions due to tolling the southbound direction of the new Scudder Falls Bridge. To gain an understanding of the potential impacts of the traffic diversions on the local roadways and adjacent river crossings, the DRJTBC commissioned a study to forecast the volume of traffic that would divert from the Scudder Falls Bridge to alternate locations once tolls were implemented in the southbound direction. The overall findings of the Traffic Diversion Study, dated May 11, 2011, indicate that the traffic diversions resulting from the tolling of the new Scudder Falls Bridge will cause minimal traffic

impacts to the adjacent roadways and bridge crossings within the region during both the peak and non-peak traffic periods.

The study estimated traffic diversion volumes for the build year (2015) and future year 2030, assuming both a low toll scenario ($1 for passenger vehicles) and a high toll scenario ($3 for passenger vehicles) for the Scudder Falls Bridge. The diverted volumes for these scenarios were compared to traffic volumes projected to occur on the existing Scudder Falls Bridge without a toll.

For the alternate river crossings, including the Washington Crossing Bridge, an analysis was performed to determine how the peak hour traffic volumes compared to the capacity of those facilities. This is commonly expressed as the volume to capacity (v/c) ratio, which is a measure that reflects mobility and quality of travel of a facility or section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a v/c of 1.00 indicates that the roadway facility is operating at its capacity. The v/c ratio is a common performance measure that is widely used in transportation studies. Tables showing the v/c ratios are included in the EA Addendum, and the information on the Washington Crossing Bridge is summarized below:

Crossing	*2015 Peak Hour Volume to Capacity Ratios*			*2030 Peak Hour Volume to Capacity Ratios*		
	No Build/No Toll	*Build/Low Toll*	*Build/High Toll*	*No Build/No Toll*	*Build/Low Toll*	*Build/High Toll*
Washington Crossing Bridge	*0.95*	*0.94*	*1.01*	*1.02*	*0.96*	*1.00*

The results of the diversion analysis demonstrate that there is no negative impact to the v/c ratios for the Washington Crossing Bridge under the low toll scenarios in both 2015 and 2030 or under the high toll scenario for 2030. This is because some traffic for these scenarios will divert away from the Washington Crossing Bridge in favor of the Scudder Falls Bridge. For the 2015 high toll scenario, the study determined that the small diversion of traffic has minimal impact on volume-to-capacity ratios. Under this scenario, the v/c ratio at the Washington Crossing Bridge increases by 0.06.

W31 – Scott F.

I am a long time resident of Yardley, PA and I have a few comments about the project.

On the positive side, it's good to see that the project will add lanes on the bridge. Some days I work in Trenton, NJ and the traffic backup getting onto I-95 north in the mornings is unbearable. Sometimes I will take one of the other bridges, but traffic on them can be nearly as bad. The extra lanes should help reduce my morning commute time.

However, I don't like to idea of a toll. Especially on an interstate.

I'm in favor of a bike ramp but it should be at a reasonable cost, not millions of dollars.

How long will traffic be messed up because of construction?

Response: During the time the original EA was in progress, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC Board of Commissioner's authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project. In addition, the DRJTBC believes a toll paid by users of the bridge is the most equitable and plausible funding solution. The DRJTBC did not feel it was reasonable to expect users of its other toll bridges to shoulder the full financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor.

Construction of the project is anticipated to take three to four years. The construction will be phased to minimize disruptions to I-95 traffic. Two lanes of traffic will be maintained during peak travel hours on I-95. Temporary lane restrictions, temporary closures, temporary widening or temporary ramps may be required for local roads and ramps at certain locations. Where such measures are required, efforts will be made to limit these activities to off-peak periods. Such measures are likely to be required at certain interchange locations in order to facilitate the construction of the new ramps and other features (e.g., the Taylorsville Road Interchange and access from Highland Avenue). Advanced notification will be given to the traveling public regarding traffic pattern changes and ramp closures. Proper signing and detours will be implemented in accordance with applicable PennDOT, NJDOT, AASHTO and/or MUTCD requirements.

The Commission appreciates all of the support and positive comments that have been received regarding the Bicycle/Pedestrian facility for this project. The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document. On April 26, 2010, the DRJTBC announced its decision to outfit the replacement bridge with a multi-use path for pedestrians and bicyclists. The multi-use path will be 10 to 12 feet wide, enabling bicycles to be ridden across the bridge and greatly enhancing the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. The path's cost was estimated to increase the

project's overall program costs by $18 million in 2009. The Commission believes the positive benefits associated with the inclusion of the bicycle/pedestrian facility warrant the additional expenditure.

***W32* – George Spais**

I would like to thank the Delaware River Joint Toll Bridge Commission (DRJTBC) for continually educating the public during Open Houses and Public Hearings on the Scudder Falls Bridge Improvement Project. I still have concerns, however, of the resolution passed at the December 2009 meeting of the DRJTB's Commissioners authorizing the agency's director to "take all steps necessary to toll the Scudder Falls Replacement Project" at some future date.

Residents of the Delaware River bordering municipalities of Mercer and Bucks County have always shared a common bond in both family units and commerce. Many have family and aging parents in both the Trenton area suburbs and the Philadelphia area suburbs and must make daily or multiple trips each day across the Scudder Falls Bridge to attend to their needs. Others cross the bridge in their local commute to places of employment. The addition of a crossing fee would be a financial burden and drain on the already tight finances of families trying to meet current expenses, especially since Scudder Falls has historically been a non-toll bridge. The additional $250 to $500 per year that local residents would have to pay to cross the bridge means a lot to those on limited incomes.

I was told that although two axled vehicles (i.e., automobiles) account for about 75% of traffic on bridges crossing the Delaware River, it is the multi-axled trucks, trailers, buses and commercial vehicles that account for about 75% of toll revenue. It is also the heavy multi-axled trucks, trailers, buses and commercial vehicles that cause most of the road surface damage to the bridge, requiring costly maintenance.

If a cashless toll is to be placed on the replacement bridge, it should only be for multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles. The cashless image taking toll can be situated just in the far right lanes for such heavier traffic. This successful scenario already exists on the NY Thruway (Interstate 87 / Interstate 287) at the Spring Valley Toll Barrier, just west of the Tappan Zee Bridge. Residents of both Pennsylvania and New Jersey would be more accepting of a toll and with less resistance and protest if the crossing fee only applies to multi-axled trucks, trailers, buses and commercial vehicles.

I also understand any proposed toll would be cashless, meaning that vehicles would travel through the toll at normal highway speeds (55 to 65 mph) and photo-imaging technology would record the license plates of passing vehicles and an invoice would be mailed later. As long as the tolling method remains cashless at highway speeds, then I foresee no increases in pollution, green house gas emissions, accidents and congestion. Any deviation from a cashless photo-imaging based format or going to mandatory E-ZPass would be contradictory to the whole purpose and goals of the project and would only cause increases in pollution, green house gas emissions, accidents and congestion.

Thank you for considering my concerns and suggestion. I hope you will seriously consider tolling just multi-axled trucks, vehicles pulling trailers, buses and commercial vehicles, and not regular passenger cars and automobiles.

Response: During the development of the 2009 Environmental Assessment, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC's Board of Commissioners authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project.

Tolls will be collected in the southbound direction of I-95 while the northbound direction will remain free of tolls. An All Electronic Cashless Tolling system will be used, allowing tolls to be collected while vehicles travel at prevailing highway speeds. This eliminates the traffic disruptions typically associated with toll booths.

The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by all users of the bridge (not just multi-axle trucks, buses and commercial vehicles) is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

W33 – Joseph Harm

I just wanted to touch base with you on this. I live in Newtown for 25 years. I am a traveling salesman that goes up and down I-95. All i want to say is that i will definitely use the Washington Crossing Bridge on the way home. I believe you will be driving the traffic to the smaller bridges. I know many from my area will take the small bridge daily.

Also i have EZ Pass . How are you going to collect the paperless tolls from people coming south bound on 95. I see just a disaster happening with this.

Raise the tolls for the other bridges to support this.

Response: A Traffic Diversion Study was performed, dated May 11, 2011, to assess the potential traffic diversions associated with the tolls. The study shows that construction of a new Scudder Falls Bridge (with tolls in the southbound direction) will not cause an inordinate amount of traffic to divert to and overwhelm the other river crossings. The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls project (additional travel lanes, safer ramp entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours. The results of the Traffic Diversion Study are summarized in Section IV.A of the Addendum to the Environmental Assessment (EA Addendum).

The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by all users of the bridge (not just multi-axle trucks, buses and commercial vehicles) is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

The DRJTBC is proposing to implement tolls only in the southbound direction on the new Scudder Falls Bridge using an All Electronic Cashless Tolling system which enables tolls to be collected as vehicles travel at prevailing highway speeds. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including a frequent user discount program for E-ZPass customers in the toll rate program for the Scudder Falls Bridge. Bridge tolls will be collected by one of the following three (3) methods:

e) E-Z Pass - the AECT system will read the E-Z Pass transponder, or tag, and deduct the toll from the motorist's E-Z Pass account. If the vehicle owner does not have an existing account with

the DRJTBC they will be encouraged to establish an EZ Pass account with the DRJTBC, in order to take advantage of the DRJTBC's discount plan for frequent users.

f) Registered Video – For non E-Z Pass tag holders who have registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. They will then be invoiced by mail. This will require the customer to establish a video toll account with the DRJTBC.

g) Non-Registered Video - For non E-Z Pass tag holders, who have not registered their license plate with the DRJTBC, tolls will be collected by video capture of their license plate. License plates not registered with the DRJTBC will require the DRJTBC to identify the customer from an outside vehicle registration database, after which they will be invoiced by mail.

The administrative efforts involved in the collection of tolls from Registered or Non-Registered Video customers are more involved than they are for E-Z Pass customers. For Registered-Video customers, the billing information will be available through a search of the database maintained by the DRJTBC. For Non-Registered Video customers, it will be necessary to first identify the billing party for the vehicle. The billing information will be obtained from the Motor Vehicle Department of the state in which the vehicle's license plate was issued. For both Video toll-collection methods, once the billing information is located, an invoice will be mailed to the responsible party.

The DRJTBC is committed to conducting public outreach efforts to inform motorists of the toll rates and administrative fees in advance of tolls and fees being implemented in the southbound direction of the Scudder Falls Replacement Bridge. The northbound direction (from PA to NJ) will remain toll-free, consistent with the DRJTBC's toll policy at other DRJTBC -owned toll facilities.

W34 – Mark McFeeters

I am writing this letter concerning the proposed 1-95 Scudder Falls Bridge Improvement Project. I own the property that is situated at 1142 Woodside Rd., Yardley Pa. It is the greylwhite bungalow that sits directly opposite of the house that will be condemned that is close to the bridge embankment on the PA north side. I have provided a simple sketch for clarification purposes.

While I concur that the existing bridge is functionally obsolete, I do have what I believe to be reasonable and legitimate concerns with four general areas of the improvement project. They include the proposed tolling of the bridge, the specific construction detailing of the noise walls and bike path, the logistical requirements of the day to day bridge construction process, and the final appearance of the ''wetlands'' that are plan designated between Woodside Rd. and the proposed bridge, directly across the street from my property.

I have owned 1142 Woodside Rd. since 1988, and unfortunately have suffered through a series of indignities that were beyond my control, namely four catastrophic floods since 2004. I mention this to

highlight the fact that there are homeowners along this particular stretch of the Delaware River have been through a lot, we have been repeatedly tested, and I don't want our interests to be marginalized for lack of participation in this planning process. I am sending this letter by way of em ail to satisfy your comment request by Jan. 3rd, but will also send a paper copy to your office by certified mail. Additionally, I will copy State Representative Steven J. Santarsiero on this letter and any future correspondence on this matter.

Here are my concerns, please consider them openly and thoughtfully, as the consequences of this massive endeavor will be permanently set in concrete and steel.

1. Tolls

By tolling the bridge, an undue burden will be placed on the local businesses that engage in commerce interstate between NJ and PA. I am a contractor that conducts business on both sides of the river, and in the course of normal business I will cross the bridge one way two to six times per day gathering materials, moving from job to job, etc . The added costs from tolls would land squarely on my shoulders. I can tell you with certainty that in my particular case the market simply will not bear any additional costs. So I will be burdened with yet another item in a long list that over time has eroded my ability to extract even a modest salary from my business. Every dollar counts to me and my family, there is no such thing as disposable income, the self employed are very much at risk here.

I am suggesting at this time that the Bridge Commission consider a discounted toll rate for vehicles registered within a close proximity to the bridge -or- to set up a tolling system that would allow for unlimited crossings of the bridge in a twenty four hour period for each toll paid. This would reduce the burden on locals that use the bridge more than once daily for business or personal reasons. It is hard to quantify the effects of tolls, but looking at the issue objectively, there will most certainly be added financial burdens, but also changes in free river bridge crossings up and down river in terms of volume. Don't underestimate the prevailing mentality that free is a better deal.

Response: The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by all users of the bridge (not just multi-axle trucks, buses and commercial vehicles) is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

A Traffic Diversion Study was performed, dated May 11, 2011, to assess the potential traffic diversions associated with the tolls. The study shows that construction of a new Scudder Falls Bridge (with tolls in the southbound direction) will not cause an inordinate amount of traffic to divert to and overwhelm

the other river crossings. The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls Bridge project (additional travel lanes, safer ramp entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours. The results of the Traffic Diversion Study are summarized in Section IV.A of the Addendum to the Environmental Assessment (EA Addendum). The DRJTBC has also agreed to conduct a pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

2. **Noise Wall and Bike Path**

Clarification is needed on what constitutes a "glare screen" and what constitutes a "noise wall". They are both labeled on the master plan on one continuous line with no demarcation or distinction between the two. I inquired at the December 15th meeting and was given conflicting answers. From Bridge Commission representatives I was told that the difference was in the height of the wall, and was also told that there was no difference. This is important to me as a lower wall on the bridge section would have different sound control characteristics than a higher noise wall. If there is a crossection plan of both the glare screen and the noise wall I would like to take a look.

Response: The glare screen is similar to a concrete barrier that is typically placed along the outer edges of bridges or in the median area of divided highways. The difference is that the glare screen for this project is proposed to have a height of 50 inches above the roadway. The noise wall will be higher than 50 inches and in some cases the height exceeds 10 feet. The property at 1142 Woodside Road is located on the north side of the Scudder Falls Bridge. The north side of the Scudder Falls Bridge will have a glare screen for much of its length. A noise wall is proposed along the north side of the bridge from an area near the bank of the Delaware River, extending westerly just past the Delaware Canal. To the west of the Delaware Canal, the noise wall will transition back to a glare screen prior to terminating east of Taylorsville Road. Cross-sections of the glare screen and noise wall will be developed during the final design phase of the project.

I have concerns with the bike path. The first is that the placement of the "switchback" on the PA side will, in effect, compromise the integrity of the noise wall on that side. One could effectively design a house to be soundproof, but open the front door and it all is for naught. Something to consider in the final design of the bike path.

Response: The exact placement of the bicycle/pedestrian facility relative to the noise wall will be developed during the final design phase of the project. If the bicycle/pedestrian facility requires an opening in the noise wall, appropriate mitigation measures will be included to ensure that the calculated noise levels do not exceed the established threshold. Such mitigation measures could include overlapping the barriers in the area of the opening(s).

Secondly, the placement of the switchback as shown on the plan will require an additional footbridge on Woodside Rd., as there is a stream crossing under Woodside Rd., and there is no way to put a sidewalk on the stream bridge since there is no shoulder. To funnel bike traffic over the stream bridge with no shoulder is a head on collision waiting to happen. I walk this bridge often and can see clearly the dangers.

As an alternative, I am hoping that the Bridge Commission would consider a different placement of the bike path off ramp on the PA side. I have two suggestions, I don't know if they are viable but I was told that the bike path details were not yet finalized so I hope you will consider these options:

Alternative 1. Place the switchback to connect directly to the canal tow path. The engineering of this location may be more challenging than as shown on the master plan, but there would also be no additional costs for sidewalk or footbridge. The Bridge Commission will soon own this property by way of eminent domain, so I don't think that is an issue.

Alternative 2. Extend the bike path to Taylorsville Rd. and use a sweeping bike off ramp similar to the current vehicular exit that will be eliminated as part of the construction. Connect the bike path to the Park and Ride directly. This is already a starting point for all bikers that drive to use the canal path for recreation, they would simply bike along Woodside Rd. a short tenth mile to connect to the canal tow path as they already routinely do. Few have the expectation that the bike crossing be directly connected the Pa side canal tow path, a connection to a pre-existing public parking lot would seem to make better sense. Signage could be added to direct bikers to the canal tow path. As a local property owner, this would be the preferable bicycle off ramp location, well lit and in plain view. To my knowledge, it has not been made clear if the bike path will be open dawn to dusk like the canal tow paths, or twenty four hours.

Response: The proposed alignment of the bicycle/pedestrian facility terminates at Woodside Road. From that point bicycles will travel on Woodside Road, whereas a sidewalk will continue along Woodside Road and cross the existing stream, and continue to the canal towpath, to accommodate pedestrians.

The alternative of constructing the switchback ramp to connect directly to the canal footpath was considered, but dismissed on the basis of greater impacts to the canal towpath and an adjoining historic wall, and higher construction costs than the preferred alternative. The Delaware Canal is considered a historic resource and aesthetic impacts are an important consideration.

The Commission has agreed to incorporate a multi-use (bicycle/pedestrian) path into the overall project improvements. Because of the existence of well-established trails (along the canal towpaths) that run underneath the bridge on both sides of the river, connections of bicycle/pedestrian facility directly to the trails is the most direct method of providing accessibility. Providing convenient connections to the canal towpaths was one of the objectives of the bicycle/pedestrian facility. Constructing a sweeping bicycle/pedestrian ramp, similar to the existing southbound I-95 exit ramp at Taylorsville Road, would require the new bicycle/pedestrian facility to extend westerly, with an additional structure to carry it over the Delaware Canal. The additional structure would result in additional environmental impacts to the Delaware Canal, which is considered a historic resource. Additionally, such a ramp would result in a longer trip to connect to the canal towpath in comparison to the proposed bicycle/pedestrian facility.

3. **Construction Logistical Issues**

Where will the staging areas be for this project? What protection will local residents have from the onslaught of trucks and machinery that will be required to complete this project? Woodside Rd., while not traffic free, is a fairly quiet collector road. I am most concerned that the contractors will set up shop under the bridge on River Rd., or worse yet at the condemned property at 1149 Woodside, and go back and forth, in and out for three plus years. This would negatively impact quality of life for an inordinate amount of time and is preventable with reasonable enforcement of clear contract guidelines for contractors, including the enforcement of the 17 ton load limit of the Woodside Rd. canal bridge. Also, construction should be limited during overnight hours whenever possible.

Response: The Commission does not designate staging areas to be used by the contractor, but may make Commission property available for the contractors consideration and possible use during construction. It is up to the contractor to secure suitable staging areas for completing the work.

The final design of the project will include staging plans that will enable a contractor to construct the project. This staging development will include specifications to which a contractor must adhere during the performance of the construction. Final development of the construction documents will address issues that have been identified in your comment.

4. **Final Appearance of Demolished House and Property at 1149 Woodside**

The house located at 1149 Woodside is shown to be removed on the master plan. I want to make sure that the Bridge Commission has no plans for this property other than to remove the house completely, and to return the property to a natural wetlands state. This would mean the complete removal of the buildings, and importantly, the removal of the long driveway that connects the house to Woodside Rd. I don't want to end up with a driveway in front of my house that leads to an isolated section of a wooded

area by the bridge. That could only lead to trouble. If there is a landscape plan for this area, the addition of evergreen trees for screening would be beneficial from an aesthetic point of view.

Response: The Commission intends to have the house and any outbuildings (located at 1149 Woodside Road) removed to enable wetlands to be created on the property. The details of the wetland mitigation area will be developed during the final design phase. It is anticipated that the majority of the existing driveway will be removed for creation of the wetland area. The existing driveway opening onto the roadway may remain to accommodate future maintenance activities that may be required in that area. A landscaping plan has not been developed at this stage of the project. During final design, a plan will be developed for creation of the wetland area. The plan will show the type of plants to be included in the final landscaping of the site.

W35 – John Rizolis

1) Thank you for the opportunity to share my thoughts and comments on the bridge plans. I attended the December 15th presentation at the Sheraton Hotel and from the presentation learned the bridge will have 11 traffic lanes (6 for thru traffic, 3 for entering/exiting traffic and 2 for potential use by buses), two shoulders and a bike lane. The plan for the bridge is well thought out and forward looking, sufficiently accounting for traffic growth well into the future. Good work.

   At the meeting concerns about the cost of the bridge and tolling were repeated concerns. Balancing these concerns with the current economic environment and with what I experience everyday traveling the bridge may I respectfully suggest for consideration the possibility of building the new bridge in two phases, with the first phase consisting of either the north or south bound bridge only (whichever makes better sense). Phase two would see the other direction built.

   In phase one, current and near term future traffic backups can be addressed with the six/seven lanes that would be available on one new bridge. Four could be used for thru traffic and two/three for entrance/exit auxiliary lanes. Then when the economy picks up and traffic volumes increase with it the other bridge would be built.

   These are difficult economic times and perhaps a phased approach can help manage the costs and manage traffic congestion both at the same time.

   Response: The existing Scudder Falls Bridge includes two (2) travel lanes in each direction for a total of four (4) lanes. The existing four lane bridge will be replaced by a new bridge consisting of three (3) travel lanes in each direction, one (1) auxiliary lane in the southbound direction and two (2) auxiliary lanes in the northbound direction for a total of five lanes northbound and four lanes southbound on the new Scudder Falls Bridge and the approaches. The auxiliary lanes are required to meet AASHTO, PennDOT and NJDOT design criteria for acceleration/deceleration lane lengths, and merging and weaving distances. They are required design elements and their use has been shown to improve traffic conditions on the

mainline roadway. Full width inside and outside shoulders will be provided in both directions, including 14 foot wide inside shoulders to accommodate future bus rapid transit. The new nine (9) lane Scudder Falls Bridge, with full shoulders, will replace the existing four (4) lane bridge, with no shoulders. The inclusion of shoulders on both sides of an interstate highway is recommended under current design standards. A minimum inside shoulder width of 12 feet is recommended under current design standards. A 14-foot inside shoulder width is proposed to accommodate future bus transit lanes. The Project will be designed to meet PennDOT, NJDOT and AASHTO standards.

Breakdowns do occur on the bridge and shoulders that meet current design standards will provide an area for broken-down vehicles as well as emergency use. This past summer an accident occurred on the bridge where a vehicle broke down on the bridge and was rear ended by another vehicle, which resulted in a fatality. Proper inside and outside shoulders are warranted and much needed.

Building the new bridge in phases (building a new structure for one direction of traffic, while the existing structure is used for the opposing direction of traffic) would not satisfy all of the project needs. The existing structure has four lanes and no shoulders. Three (3) through lanes are needed in each direction, plus one or more auxiliary lanes (depending on the direction of travel), plus outside and inside shoulders to enhance safety and meet current design criteria. It would not be possible to fit the necessary number of lanes, plus shoulders on the existing bridge due to its limited width. Additionally, using the existing structure would not address the age of the facility or eliminate the non-redundant structural support system.

2) At the meeting held in the Sheraton Hotel on December 15th I heard our elected official speak out against P-3, which I understand is leasing out the management and operation of the bridge to a third party. I especially remember his point that such action reduces the people's voice regarding the roads in a P-3 scenario.

   I agree 110% with the points raised by our elected official against this type of action and urge the bridge commission not to outsource the management and operation of the new bridge to a third party.

   Response: The DRJTBC has not yet made a decision as to whether or not the Scudder Falls Bridge Project will be advanced under the Public-Private Partnership (P3) project delivery method. A report evaluating the various P3 alternatives for the project has been prepared and is currently being reviewed by the DRJTBC.

3) Thank you for the opportunity to comment on the bridge plans. Attending the December 15th presentation I was surprised to hear roundabouts will be used at the route 29 interchange. For me roundabouts are not 21st century road design for busy interchanges and thus this is the one aspect of the bridge plan I do not feel is projecting out 20 years into the future. Today's drivers

do not understand roundabouts (e.g. who has the right of way, etc.) and cars move faster than in the past. Personally I do not like driving the Route 31 or Flemington circles.

I would prefer the current traffic pattern remain rather than spend money on roundabouts.

Response: The preferred alternative for the NJ Route 29 Interchange includes a folded diamond interchange with two roundabouts, one for the northbound on/off ramps, and one for the southbound on/off ramps. A report entitled "I-95/Scudder Falls Bridge Improvement Project NJ – 29 Interchange Roundabout Evaluation Study" dated March 2006 and prepared by Kittelson and Associates, Inc. evaluated the operational aspects of the proposed roundabouts for the NJ Route 29 Interchange. Both of these roundabouts are projected to operate at acceptable Levels of Service during both the morning and afternoon peak traffic periods for the 2030 design year. The configuration of the proposed NJ Route 29 interchange, particularly the roundabouts, was thoroughly reviewed by NJDOT and is fully endorsed by NJDOT. NJDOT was a proponent of the proposed NJ Route 29 interchange features and alignment (including the roundabouts) and was involved in its development.

4) I commute everyday from Pa. to NJ and am not in favor tolling on the bridge in any form. In addition to the additional out of pocket costs for commuting, the toll will have a negative personal impact as it will prevent me from making multiple trips over the bridge during a single day which I currently do for running errands, grabbing lunch or attending appointments (e.g. doctors) in Pa. If a toll is unavoidable I ask the bridge commission consider the following:
   - To set the toll as low as possible
   - To limit the toll to one charge per day. If you can limit the toll to one charge per day no matter how many times the bridge is crossed it specifically addresses concerns of local residents who take multiple trips in a single day.

Response: During the development of the 2009 Environmental Assessment, the DRJTBC was examining a range of options for financing and delivering the project, including the pursuit of Federal and State funding. However, no funding was available from the federal government or either state. Additionally, neither state has plans to improve the roadways adjacent to the Scudder Falls Bridge in their current capital programs. The DRJTBC applied for Federal stimulus funds in the form of TIGER Grant and a TIFIA Loan, both from the USDOT but they were unsuccessful in securing federal funds to support the project. The decision to toll the Scudder Falls Bridge was based on the realization that no sources of outside funding assistance (if any at all) from the federal and state governments would become available in the near future. On December 21, 2009 the DRJTBC's Board of Commissioners authorized the implementation of tolls on the Scudder Falls Replacement Bridge. The DRJTBC rendered its tolling decision after making an assessment of its overall capital program needs, its current system of financing the capital program, and – most notably – the lack of sufficient outside sources of funding to support the project.

Tolls will be collected in the southbound direction of I-95 while the northbound direction will remain free of tolls.

The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by all users of the bridge (not just multi-axle trucks, buses and commercial vehicles) is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge.

5) Thank you for including a bike lane on the new bridge. I hope to use it when it is ready, but I do see two potential deterrents to bikers that I would like to share. Hopefully, you can consider these thoughts in the final plans.
   a) I understand to account for the higher elevation of the bridge; bike access to the bridge will be achieved using a zigzagging ramp from the canal up to the bridge. Bikers don't like such ramps (personally I don't even like the little ramp at Washington's crossing). Would it be possible to use the current south bound "off ramp" for the bike lane? Bike access could run from the parking lot, along Taylorsville road and onto the bridge using the current "off ramp" (which is not planned to be used for cars for the new bridge)

      Response: The Commission has agreed to incorporate a multi-use (bicycle/pedestrian) path into the overall project improvements. Because of the existence of well-established trails (along the canal towpaths) that run underneath the bridge on both sides of the river, connections of bicycle/pedestrian facility directly to the trails is the most direct method of providing accessibility. Providing convenient connections to the canal towpaths was one of the objectives of the bicycle/pedestrian facility. Converting the existing southbound I-95 exit ramp at Taylorsville Road to a bicycle/pedestrian facility would require the new bicycle/pedestrian facility to extend westerly, with an additional structure to carry it over the Delaware Canal. The additional structure would result in additional environmental impacts to the Delaware Canal, which is considered a historic resource. Additionally, using the existing exit ramp results in a longer trip to connect to the canal towpath in comparison to the proposed bicycle/pedestrian facility.

   b) It is a long bridge and bikers would rather bike across, rather than walk. If possible, please design it so bikers can bicycle across the bridge, or part way across. If I had to walk the entire length I would probably cross Washington's crossing and that would defeat the purpose of a bicycle lane.

Again, thank you for the time and efforts in planning for bicycle access on this bridge.

Response: The multi-use path will be designed to accommodate the needs of bicyclists and pedestrians. It is anticipated that bikers will be able to ride their bicycle across a portion of the multi-use path. The switchback ramp may present a challenge for bicyclists to navigate while pedestrians are present. The Commission will evaluate this matter further during the final design phase.

6) Please revisit the traffic patterns at Exit 49 (Newtown). While the new interchange at exit 49 has alleviated traffic congestion entering onto route 95 in the morning rush hour, it created traffic backups for traffic exiting southbound route 95 at exit 49. Exiting traffic can back up a mile on route 95.

Response: The interchange of I-95 at Route 332 is under the jurisdiction of the Pennsylvania Department of Transportation (PennDOT). As part of the DRJTBC's evaluation of the I-95/Scudder Falls Bridge replacement project, population and employment data was gathered and analyzed. This information was used to forecast traffic demands for the future design year 2030. The improvements that are included as part of the proposed action for this project are expected to be sufficient to meet current and future (year 2030) traffic demands on the Scudder Falls Bridge and the segment of I-95 within the project limits.

7) I read the impact study and do not necessarily agree with its conclusion stating the toll on the Scudder Falls Bridge will not increase traffic on the nearby toll-free bridges to unsatisfactory levels. Hopefully I am wrong and the study is correct. But if the impact study turns out to be inaccurate what are the contingency plans to address any unsatisfactory traffic volumes at the nearby free bridges?

Response: A Traffic Diversion Study was performed, dated May 11, 2011, to assess the potential traffic diversions associated with the tolls. The study shows that construction of a new Scudder Falls Bridge (with tolls in the southbound direction) will not cause an inordinate amount of traffic to divert to and overwhelm the other river crossings. The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls project (additional travel lanes, safer ramp

entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours. The results of the Traffic Diversion Study are summarized in Section IV.A of the Addendum to the Environmental Assessment (EA Addendum).

The DRJTBC has also agreed to conduct a pre-construction and post-construction traffic study and analysis as outlined in an Interagency Agreement currently being negotiated and to be entered into between and among the DRJTBC, PennDOT and NJDOT. The DRJTBC agrees to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the EA Addendum, which are attributed to the tolling of the I-95/Scudder Falls Replacement Bridge.

W36 – Victor E. Fiori

1) My concern is for hydrology and stormwater management. I live in the watershed that has been destroyed partially by 95 during it's construction in the 1950's. My hope is that flooding can be better controlled, and ground water recharge can be increased to pre roadway levels. I hope that with all the increased technology in engineering you can improve conditions for people like myself in this Scudder Falls Watershed.

   Response: The project will include stormwater Best Management Practices (BMP's) to address the stormwater runoff resulting from the project's additional impervious surfaces. The project will conform to applicable water quality and stormwater management regulations and will apply for applicable permits and approvals during the final design and permitting phase of the project. Infiltration testing has been performed along the project corridor, in Pennsylvania and New Jersey, which has been coordinated with the respective regulatory agencies in each State. The EA/Draft 4(f) documents the impacts and mitigation of the proposed action on floodplain (Chapter IV.J), surface waters (Chapter IV.G), and wetlands (Chapter IV. K).

2) Secondly, my concern is about the "rest area". This rest stop was built in the 1950's, and with modern growth I believe it must be transformed to service car travelers only. So many tractor trailers park there that overflow parking occurs on the southbound ramp. This rest area also contributes non source point pollution to my watershed. Looking at the number of trucks there it forces car travelers to go elsewhere.

   Response: Improvements/modifications to the I-95 Rest Area are not part of this project. The I-95 Rest Area is under the jurisdiction of PennDOT and they are the agency responsible for any improvements and/or upgrades that are necessary to the facility.

W37 – Victor E. Fiori

I am writing to make sure my concerns are heard about stormwater from this project. Stormwater from this highway has been a major contributor to our flooding. Hurricanes, severe noreasters and similar.

Storms causing damaging flooding throughout my property and my neighbors. Lower Makefield Township officials have told us that this flooding is caused by I-95 discharging into our stream.

I ask that the fragile hydrology of this area be preserved as well. I-95 between Dolington Road and the Rest Area is underlain by Triassic sandstone of the Stockton Aquifer. The groundwater level was changed and springs dried up as a result of this watershed being transformed by I-95. Is it possible to control stormwater, and at the same time enhance ground water recharge?

I am also concerned with the various wildlife that will be impacted by this project. I have a pond that is loaded with turtles of which I have never had professionally identified their species. In years past, I have been in contact with the PA DEP, PA Fish and Boat Commission, and the Bucks County Conservation District due to impacts from development. I really care about the health of this stream.

I have also shown Congressman Mike Fitzpatrick and Lower Makefield Township Supervisor Peter Stanthorpe this stream and told them my concerns for it.

Response: The project will include stormwater Best Management Practices (BMP's) to address the stormwater runoff resulting from the project's additional impervious surfaces. The project will conform to applicable water quality and stormwater management regulations and will apply for applicable permits and approvals during the final design and permitting phase of the project. Infiltration testing has been performed along the project corridor, in Pennsylvania and New Jersey, which has been coordinated with the respective regulatory agencies in each State. The EA/Draft 4(f) documents the impacts and mitigation of the proposed action on floodplain (Chapter IV.J), surface waters (Chapter IV.G), and wetlands (Chapter IV. K).

W38 – Terry Keffer (1 Highland Drive, Yardley, PA)

We couldn't believe that not one official from the Bridge Commission was in attendance.

Has the Commission really received so many confirmations from bicyclists planning to ride across the bridge to justify spending millions of dollars to create a bike lane? There are tow paths on either side of the river for bicyclists. Who in their right mind would want to ride a bike alongside traffic moving 65 mph or more mph? The bridge has already become pork barrel and it hasn't even yet been built. The bike lane will most likely be used after work hours and on weekends, at most.

With regards to tolls, we do hope that trucks will have to pay a premium. Yardley residents, along Taylorsville Road and Main Street have to live with quarry trucks and tractor trailers from NJ speeding past their homes for too many years. These trucks are avoiding the other toll bridges and also avoiding the weigh station on the PA side of the Scudder Falls Bridge. The noise is unbearable and the speed at which they drive is a major safety issue with regard to children playing in their front lawns and/or riding their bikes on these roads and also a safety concern to other drivers when the trucks are so large that they end up driving over the yellow lines.

This area is not urban, but the Commission treats it that way. A nine-lane bridge in a very suburban, country setting is absolutely ridiculous and disgusting. And then we learn that it's now going to be a two-structure bridge! I'm sure that none of you live in the vicinity of the bridge to understand how we all feel.

Response: It should be noted that the Executive Director from the Commission as well as several key Commission staff members were in attendance at the Public Hearing.

The bicycle/pedestrian facility was easily the topic that received the most favorable public comments during the public comment process that was conducted in late 2009 and early 2010 on the project's Environmental Assessment document. The multi-use path will be 10 to 12 feet wide and will be separated from the travel roadway by a concrete barrier. The multi-use path will enable bicycles to be ridden across the bridge at any time of day and will greatly enhance the span's livability and sustainability credentials. The multi-use path will afford a new connection between the towpaths of the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania.

A Traffic Diversion Study was performed, dated May 11, 2011, to assess the potential traffic diversions associated with the tolls. The study shows that construction of a new Scudder Falls Bridge (with tolls in the southbound direction) will not cause an inordinate amount of traffic to divert to and overwhelm the other river crossings or local roadways. The study shows that, during the peak hour for the year 2015, there will be a slight decrease in traffic volumes on the other river crossings for the low toll scenario and a slight increase in traffic volumes for the high toll scenario in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). For the year 2030, peak hour traffic volumes on the other river crossings will decrease slightly for both the low toll and high toll scenarios in comparison to the traffic volumes that would exist on those bridges without constructing the new Scudder Falls Bridge (with tolls in the southbound direction). The reason for this is because, as traffic volumes increase on the local roadways over time, more and more motorists will choose to use the new Scudder Falls Bridge and pay a toll to save on travel time. The study also indicates that any diversions during off-peak hours will not create new traffic congestion problems on local roads and bridges. The combined improvements from the Scudder Falls Bridge project (additional travel lanes, safer ramp entrance and exit conditions) should also reduce regional traffic congestion because more motorists will use the bridge in the free direction (Pennsylvania to New Jersey) during peak and non-peak hours. The results of the Traffic Diversion Study are summarized in Section IV.A of the Addendum to the Environmental Assessment (EA Addendum).

The Scudder Falls Bridge is used by commuters, not just local residents. The DRJTBC believes a toll paid by all users of the bridge (not just multi-axle trucks, buses and commercial vehicles) is the most equitable and plausible funding solution. The DRJTBC funds its capital improvement projects with tolling revenues only. In the absence of federal and state funding for the SFB project, the DRJTBC did not feel it was reasonable or fair to expect users of its other toll bridges to shoulder the financial burden of the capital improvements to the Scudder Falls Bridge, its nearby interchanges and the I-95 corridor. It should be noted that the DRJTBC currently provides a frequent user discount as part of its

E-ZPass program. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including this same type of frequent user discount program in the toll rate program for the Scudder Falls Bridge. Trucks will pay a higher toll then regular passenger vehicles, with the truck toll based on the number of axles on the truck.

The DRJTBC is proposing to implement tolls only in the southbound direction on the new Scudder Falls Bridge using an All Electronic Cashless Tolling system which enables tolls to be collected as vehicles travel at prevailing highway speeds. As the toll rates and operational policies for the All Electronic Cashless Tolling System get more fully developed, the DRJTBC will consider including a frequent user discount program for E-ZPass customers in the toll rate program for the Scudder Falls Bridge.

The DRJTBC appreciates your comments and will certainly look to minimize any adverse impacts to area residents and the local roadways during construction.

ATTACHMENT C

March 8, 2012 National Marine Fisheries Service Letter Regarding Consultation for Atlantic Sturgeon

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

MAR - 8 2012

Keith Lynch
Director of Program Development
US Department of Transportation
Federal Highway Administration
Pennsylvania Division
228 Walnut Street, Room 508
Harrisburg, Pennsylvania 17101-1720

RE: I-95/Scudder Falls Bridge Improvement Project

Dear Mr. Lynch,

Your February 16, 2012, letter requested that we provide you with a determination regarding the need to reinitiate consultation previously completed between the Federal Highway Administration, U.S. Army Corps of Engineers, and NOAA's National Marine Fisheries Service (NMFS) on the proposed replacement of the Scudder Falls Bridge.

In a Biological Opinion dated June 11, 2010, we concluded that the proposed action was likely to adversely affect, but not likely to jeopardize the continued existence of endangered shortnose sturgeon (*Acipenser brevirostrum*). As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of taking specified in the incidental take statement is exceeded; (2) new information reveals effects of the action that may not have been previously considered; (3) the identified action is subsequently modified in a manner that causes an effect to listed species; or (4) a new species is listed or critical habitat designated that may be affected by the identified action. The proposed bridge project has not yet begun; the amount or extent of take of shortnose sturgeon specified in the ITS has not been exceeded; there is no new information on the effects of the action that was not previously considered; and the action has not been modified in a manner that would cause effects to listed species.

As noted in your letter, on February 6, 2012, we published two rules listing four Distinct Population Segments (DPS) of Atlantic sturgeon as endangered (New York Bight, Chesapeake Bay, Carolina and South Atlantic) and one (Gulf of Maine) as threatened. The effective date of these listings is April 6, 2012. The marine and estuarine range of all 5 DPSs extends from Hamilton Inlet, Labrador, Canada to Cape Canaveral, Florida. Atlantic sturgeon originating from any of the 5 DPSs could be present in the Delaware River.

We have reviewed the available information on the use of the Delaware River to determine if Atlantic sturgeon occur in the action area considered in our 2010 Opinion. As defined in the Opinion, the action area includes the area affected by the proposed bridge construction project, including the underwater area where sound and turbidity will be elevated above background levels due to associated construction. The action area includes the 4.4 miles of I-95 where improvements will take place as well as the area within the Delaware River located within 1km reach of river on either side of the proposed bridge (approximately rkm 222.5-224.5).

Atlantic sturgeon are known to occur in the Delaware River. We expect sturgeon to move farthest upstream during spawning migrations. Historical information presented by Cobb (1899) and Bordin (1925) suggests that spawning sites were located below rkm 130. Sommerfield and Madson (2003) identified potential spawning habitats below rkm 190. Based on tagging and tracking studies, Simpson (2008) suggested that spawning habitat exists from Tinicum Island (rkm 136) to the fall line in Trenton, NJ (rkm 210). An ongoing tagging and tracking study being carried out by Breece and Fox at Delaware State University had maximum upstream detections of most adult Atlantic sturgeon near rkm 190, with some making a few excursions slightly higher. The action area is located more than 30 km upstream of the recently documented upstream extent of Atlantic sturgeon movements in the Delaware River (rkm 190) and at least 12 km upstream of the suggested upstream extent of Atlantic sturgeon in the Delaware River (rkm 210). Based on the best available information, we do not anticipate that any Atlantic sturgeon would occur in the action area. Because no Atlantic sturgeon are expected to occur in the action area, no Atlantic sturgeon would be affected by the proposed action. Therefore, reinitiation of consultation is not necessary.

Should you have any questions about these comments or about the section 7 consultation process in general, please contact Julie Crocker at (978) 282-8480 or by e-mail (Julie.Crocker@noaa.gov).

Sincerely,

Daniel S. Morris
Acting Regional Administrator

Cc: Greene – F/NER4
Dougherty – ACOE NAP
Grilli - HNTB

File Code: Sec 7 FHWA Scudder Falls Bridge Replacement
PCTS: F/NER/2009/00614

ATTACHMENT D

Interagency Agreement Between PennDOT, NJDOT and the DRJTBC, dated April 30, 2012

IGA Number: 23-6005404
Federal Id. Number: 23-6005404

INTERAGENCY AGREEMENT
BETWEEN
THE DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION;
THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION; AND
THE NEW JERSEY DEPARTMENT OF TRANSPORTATION
REGARDING THE I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT

This Interagency Agreement (Agreement) is made and entered into this 30 day of April, 2012, between the Delaware River Joint Toll Bridge Commission (the "Commission"), the Pennsylvania Department of Transportation (PennDOT), and the New Jersey Department of Transportation (NJDOT). The Commission, PennDOT, and NJDOT are collectively referred to below as the Parties.

WHEREAS, the Commission, was created, as a body corporate and politic, by a compact between the State of New Jersey and the Commonwealth of Pennsylvania, with the consent of the Congress of the United States (the "Compact"); and,

WHEREAS, the Commission constitutes a public corporate instrumentality of the State of New Jersey and the Commonwealth of Pennsylvania; and,

WHEREAS, PennDOT is an executive agency of the Commonwealth responsible for the administration, implementation, and enforcement of transportation, including highway, public transit, mass transit, and aviation, statutes and regulations of the Commonwealth; and,

WHEREAS, NJDOT is an executive agency of the State of New Jersey responsible for the administration, implementation, and enforcement of transportation, including highway, public transit, mass transit, and aviation, statutes and regulations of the State; and,

WHEREAS, the Commission is responsible for the design, permitting, and construction of the I-95/Scudder Falls Bridge Improvement project (Project). This Project includes improvements to 4.4 miles of I-95 between PA Route 332 in Lower Makefield Township, Bucks County, PA and Bear Tavern Road in Ewing Township, Mercer County, NJ. The Project includes adding a travel lane, adequate outside and inside shoulders in each direction with auxiliary lanes and other improvements to accommodate entry and exit from the PA Taylorsville Road and NJ Route 29 Interchanges; and,

WHEREAS, the Commissioner of the NJDOT, under the powers vested by law and as more particularly set forth in N.J.S.A. 27:1-5, 27:1A-5 and 27:7-21, has determined that it is in the best interest of New Jersey to enter into this Agreement; and,

WHEREAS, PennDOT has under its jurisdiction I-95 and other roadways within the Project study area located within Bucks County; and,

WHEREAS, NJDOT has under its jurisdiction I-95 and other roadways within the Project study area located within Mercer County; and,

WHEREAS, PennDOT is required to review and approve improvements within the I-95 right of way under PennDOT's jurisdiction and make findings required by the Administrative Code of 1929, 71 P.S. §512(b); and,

WHEREAS, NJDOT is required to review and approve improvements within the I-95 right of way under NJDOT's jurisdiction;

WHEREAS, the *Environmental Assessment* for the Project dated October 2009 was circulated for comment in December 2009, and during the public comment period, the Commission decided to toll Scudder Falls Replacement Bridge once constructed; and

WHEREAS, the Commission conducted traffic studies analyzing the effects of tolling on traffic diversions to the state and local roadway network, the results of which are documented in the *Scudder Falls Bridge Traffic Diversion Study* by Jacobs Engineering Group, Inc. and the *Addendum to the Environmental Assessment*; and,

WHEREAS, the *Addendum to the Environmental Assessment* provides that the Commission will perform a pre-construction and post-construction traffic study and analysis as outlined in this Agreement to verify the *Scudder Falls Bridge Traffic Diversion Study*; and,

WHEREAS, the DRJTBC has agreed to take reasonable measures to mitigate for traffic diversion impacts on Pennsylvania and New Jersey state roads in the event the traffic study and analysis identifies traffic issues, not identified in the Addendum to the Environmental Assessment, which are attributed to the tolling of the Scudder Falls Replacement Bridge; and,

WHEREAS, the NJDOT's jurisdiction over roadways in New Jersey is limited to State highways as defined by N.J.S.A. title 27; NJDOT does not exercise jurisdiction over local, county or municipal roadways, including those local, county and municipal roadways identified in Paragraph 5 (t) to (x) of this Agreement; and,

WHEREAS, PennDOT, NJDOT and the Commission are entering into this Interagency Agreement as provided in the *Addendum to the Environmental Assessment*; and,

WHEREAS, because the NJDOT does not exercise jurisdiction over the local, county and municipal roads identified in Paragraph 5 (t) to (x) of the Agreement, the Commission will coordinate the design, permitting and construction activities associated with any mitigation measures that are implemented to the roads identified in Paragraph 5 (t) to (x) with the local, county and municipal authorities having jurisdiction over these roadways.

NOW, THEREFORE, for and in consideration of the foregoing premises and the mutual promises set forth below, the Parties, intending to be legally bound, agree to the following terms and conditions:

1. The recitals set forth above are incorporated herein as a material part of this Agreement.

2. Prior to commencing construction of the I-95/Scudder Falls Bridge Improvement project (Project), the Commission at its sole cost shall complete traffic counts and calculate average annual daily traffic (AADT) and P.M. peak-hour volume-to-capacity (v/c) ratios for the roadway segments identified in paragraph 5. This pre-construction traffic analysis will serve as the baseline for purposes of determining the traffic diversion impacts. Prior to tolling the Project, the Commission shall submit the results of the pre-construction traffic analysis to FHWA, PennDOT, and NJDOT.

3. Two years following the imposition of tolls on the Project, the Commission at its sole cost shall complete traffic counts, projections (if applicable), and calculate AADT and P.M. peak-hour v/c ratios for the roadway segments identified in paragraph 5. This traffic analysis described herein will be referred to hereafter as the "post-construction traffic study". The post-construction traffic study shall be completed and submitted to FHWA, PennDOT and NJDOT within 30 months of imposing tolls on the Project.

4. The pre-construction and post-construction traffic study will include traffic counts including turning movements at major intersections and tube counts for the roadway segments identified in paragraph 5, during the AADT and P.M. peak hour and calculation of the peak hour v/c ratio using the most recent version of the Highway Capacity Manual. If the pre-construction and post-construction peak hour volumes are within fifteen percent (15%) of each other and the v/c ratio is below 0.75, no further traffic analysis is required. If the post-construction peak hour volumes are greater than fifteen percent (15%) from the pre-construction study peak hour volumes or the v/c ratio is above 0.75, the post-construction volumes shall be projected to the 2030 design year and the v/c ratios calculated for the year 2030 using the most recent version of the Highway Capacity Manual. The growth factor from the next run of the Delaware Valley Regional Planning Commission Regional Model (using VISSIM) will be used when calculating the 2030 v/c ratios.

5. The pre-construction and post-construction traffic studies will be based on actual field traffic counts and will be performed for the study area delineated in Exhibit "A" attached to and made part of this Agreement. The parties agree that that the following roadways will be included in the pre-construction and post-construction traffic studies:

   (a) All bridge crossings in the influence area (SR 532, Scudder Falls Bridge, Calhoun Street, Lower Trenton Bridge, and US 1), the adjacent interchanges, and the state roads directly servicing these crossings;
   (b) I-95 southbound, US Route 1, and the ramps from US Route 1 to I-95 southbound at the Interchange of I-95 and US 1 in Pennsylvania;
   (c) I-95 southbound, US Route 1, and the ramps from I-95 to US Route 1 southbound at the Interchange of I-95 and US Route 1 in New Jersey;
   (d) I-95 southbound between U.S. 1 and its interchanges at Exits for Taylorsville Road, PA Route 332, Route 29, County Route (CR) 579, and Scotch Road;
   (e) Washington Crossing Road/Route 532 southbound including: (1) between S.R. 2081 and SR 2075, (2) from S.R. 2075 to S.R. 2069;

(f) Taylorsville Road/ S.R. 2071 including: (1) from S.R. 532 to I-95, (2) S.R. 95 to U.S. 1, and (3) from S.R. 532 to U.S. 32;
(g) Lindenhurst Road/S.R. 2069 southbound from S.R. 532 to S.R. 332;
(h) River Road/Route 32 northbound from S.R. 532 to S.R. 2071;
(i) Pine Grove Road/S.R. 2071 including: (1) from Edgewood Road to S.R. 2032, (2) from Edgewood Road to S.R. 2026 (Trenton Avenue), and (3) from U.S. 1 to S.R. 2026;
(j) Edgewood Road with S.R. 2071 to S.R. 2032;
(k) Yardley Langhorne Pike/S.R. 2071 east of Edgewood Road and east of Main Street;
(l) Yardley Morrisville Road/S.R. 2073 from U.S. 1 to S.R. 2071;
(m) Trenton Avenue westbound from S.R. 32 to S.R. 2071;
(n) Big Oak Road/S.R. 2024 from S.R. 2071 to S.R. 2069;
(o) Stony Hill Road/S.R. 2069 from U.S. 1 to Big Oak Road/S.R. 2024;
(p) U.S. 1 southbound including: (1) from U.S. 13 to West Bridge Street, (2) from U.S. 13 to Trenton Avenue/S.R. 2026, (3) west of Stony Hill Road/S.R. 2069, and (4) east of I-95;
(q) Route 332 from I-95 to West Afton Avenue/S.R. 2071;
(r) Oxford Valley Road northbound north of U.S. 1 and north of Big Oak Road/S.R. 2024;
(s) Bristol Oxford Valley Road/S.R. 2029 southbound;
(t) Lower Ferry Road from Route 31 to Upper Ferry Road, Upper Ferry Road from Route 1 to Lower Ferry Road, Calhoun Street westbound from West State Street to Route 29, and West State Street southbound from Calhoun Street to N. Warren Street in New Jersey;
(u) CR 546 westbound from Washington Crossing Bridge to Scotch Road;
(v) Route 29 from the South Warren Street intersection to the Washington Crossing Road/CR 546 intersection;
(w) Bear Tavern Road northbound from CR 546 to I-95; from CR 546 to I-95;
(x) Scotch Road northbound from CR 546 to I-95;

6. With the exception of the bridges and roadways within the Commission's right of way, if the post-construction traffic study results in a v/c ratio of 0.9, or greater for the design year 2030, the parties agree that mitigation in the form of roadway improvements to the impacted roadways are warranted. The mitigation shall result in a v/c ratio below 0.9, or as close to the pre-construction v/c ratio as reasonable. The Commission will conduct at its sole cost the necessary design, permitting, and construction activities to implement these roadway improvements. In conducting the necessary design, permitting, and construction activities for these improvements, the Commission will coordinate with the appropriate State DOT and comply with any applicable laws, regulations, and state policies. The Commission will complete each mitigation project within three (3) years from the time the mitigation was determined to be warranted.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the date herein written.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

By: _____ Date: _____
Executive Director

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

By: _____ Date: 4/3/12
Deputy Secretary for Highway Administration

Approved for Office of Comptroller Operations

By: N/A Date: _____

Approved as to Legality and Form

By: _____ 4/3/2012
For PennDOT Chief Counsel 4/3/12 Date

By: _____ 4/5/12
Deputy General Counsel Date

By: _____ 4/12/12
Deputy Attorney General Date

NEW JERSEY DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____
Commissioner

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the date herein written.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

By: _____ Date: 4/24/12
Executive Director
witnessed - Wes V. Rel

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____
Deputy Secretary for Highway Administration

Approved for Office of Comptroller Operations

By: _____ Date: _____

Approved as to Legality and Form

By: _____ _____
For PennDOT Chief Counsel Date

By: _____ _____
Deputy General Counsel Date

By: _____ _____
Deputy Attorney General Date

NEW JERSEY DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____
Commissioner

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the date herein written.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

By: _____ Date: _____
Executive Director

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____
Deputy Secretary for Highway Administration

Approved for Office of Comptroller Operations

By: _____ Date: _____

Approved as to Legality and Form

By: _____ _____
For PennDOT Chief Counsel Date

By: _____ _____
Deputy General Counsel Date

By: _____ _____
Deputy Attorney General Date

NEW JERSEY DEPARTMENT OF TRANSPORTATION

By: James D. Simpson Date: 4/30/12
Commissioner

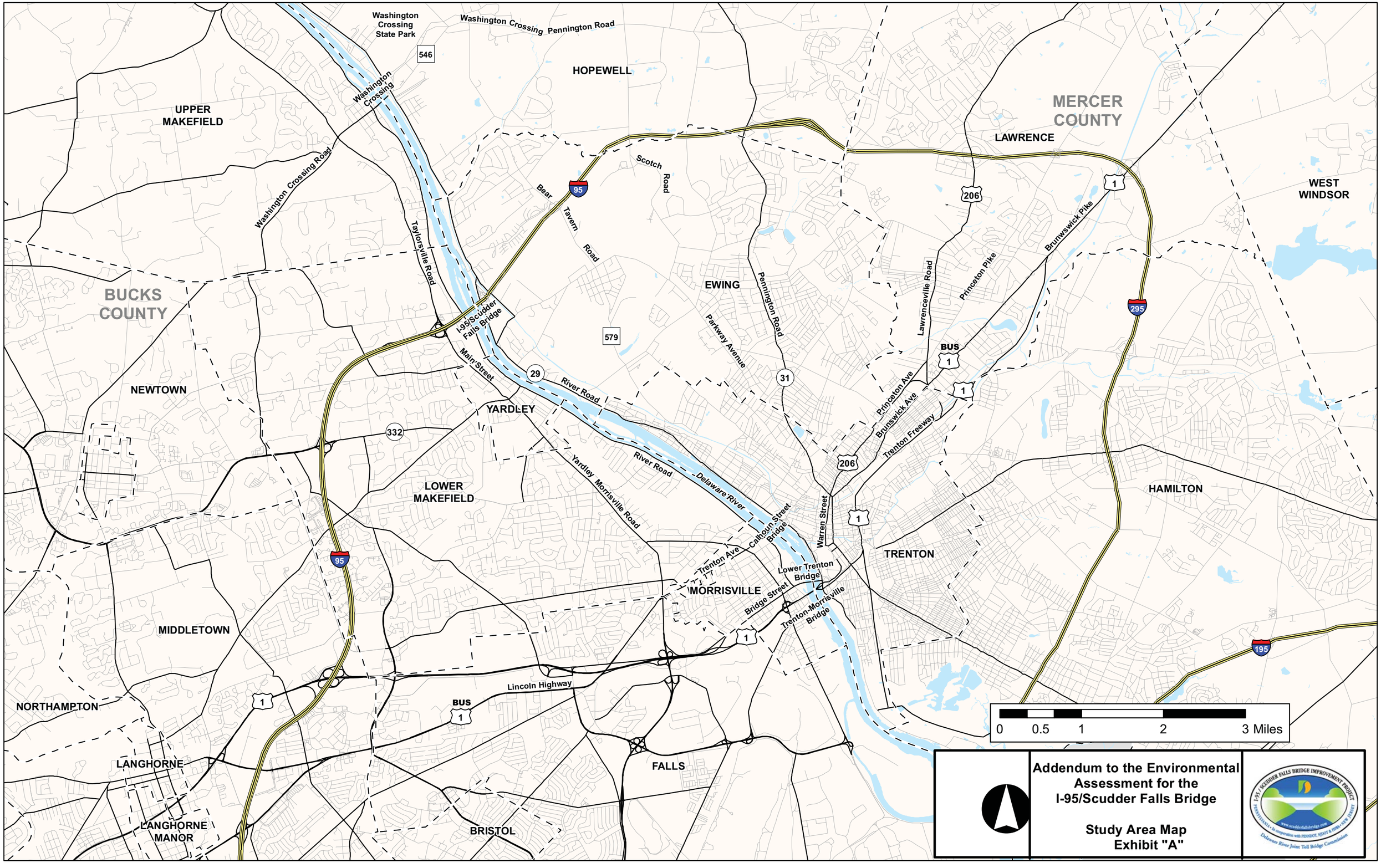
Attest/Witness/AFFIX SEAL
Jacqueline Trausi
JACQUELINE TRAUSI
SECRETARY
NEW JERSEY
DEPARTMENT OF TRANSPORTATION
April 30, 2012

This Agreement has been reviewed and approved as to form.

ATTORNEY GENERAL OF NEW JERSEY

By: _____ Date: 3/19/12

Christopher A. Edwards
Deputy Attorney General



Addendum to the Environmental Assessment for the I-95/Scudder Falls Bridge

Study Area Map
Exhibit "A"