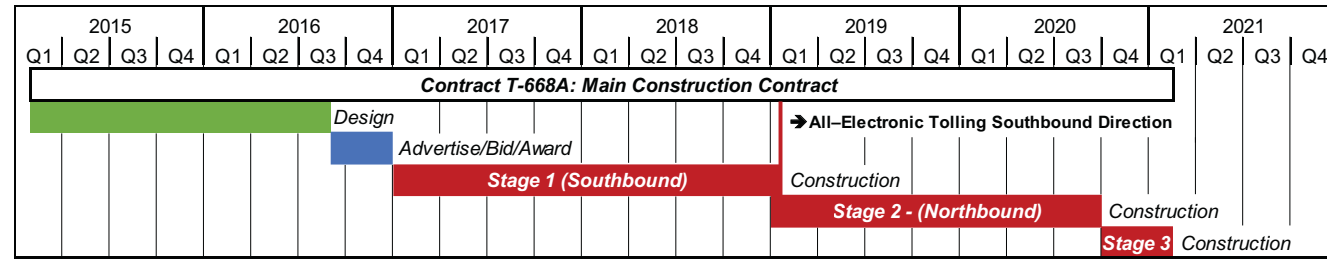
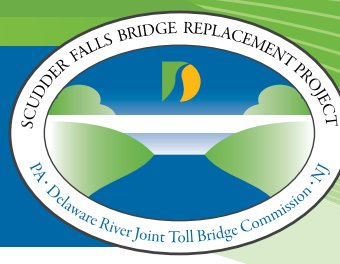
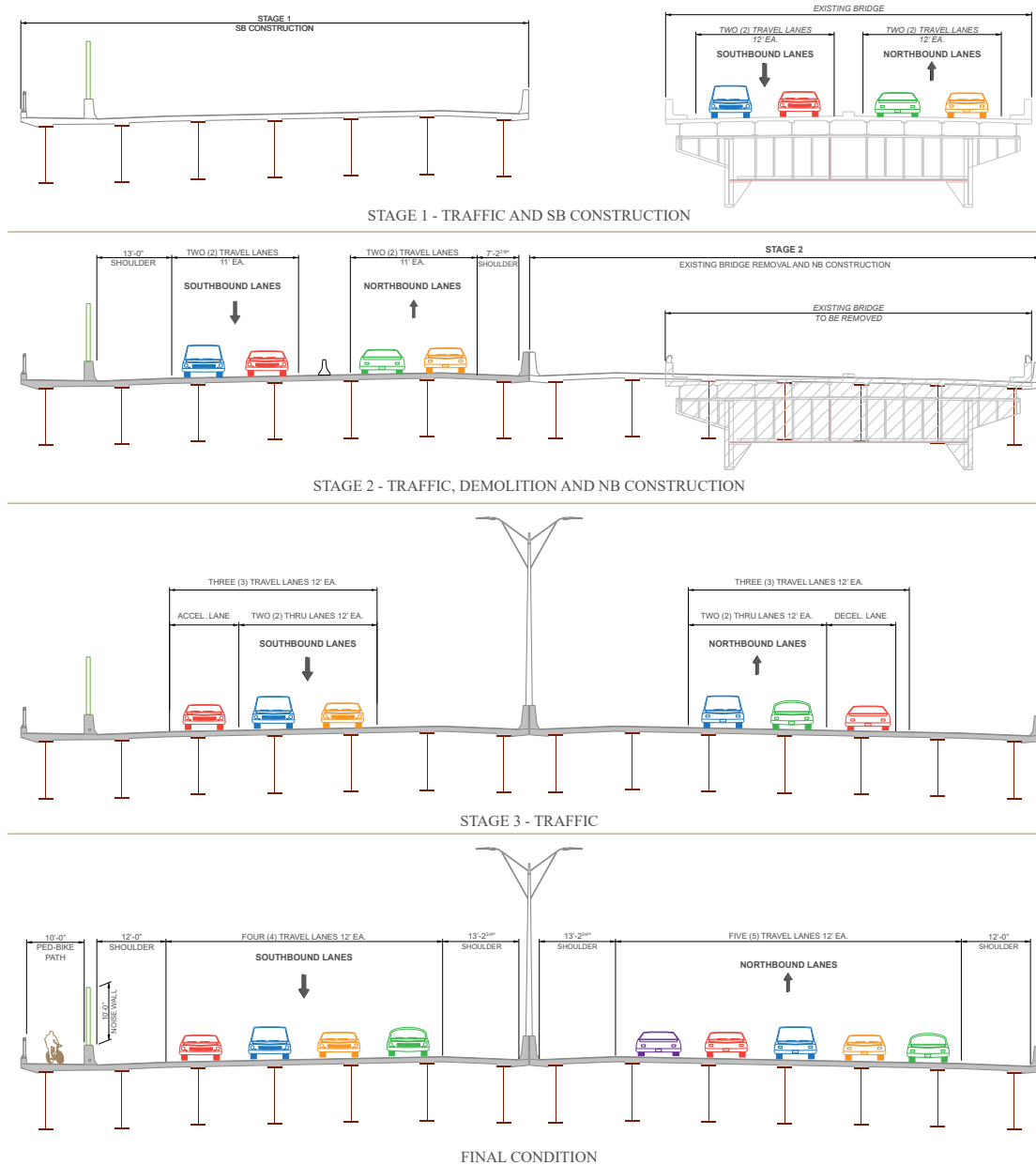


Construction Schedule 2016-2021

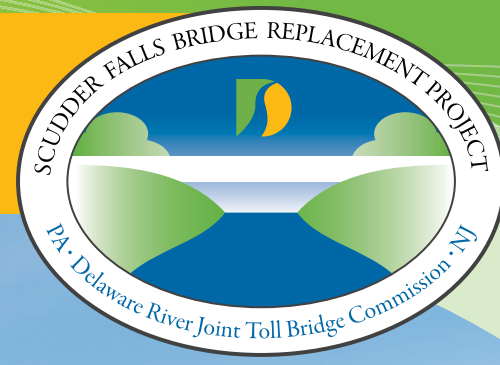
The project is in its final design phase. Noise wall construction in Pennsylvania is expected to begin in summer 2016. The main construction contract is projected to begin in early 2017. New Jersey noise wall installation work will be part of the main project contract.



MAIN RIVER BRIDGE | TYPICAL STAGE CONSTRUCTION & TRAFFIC



SCUDDER FALLS BRIDGE REPLACEMENT PROJECT



Project Background:

The Scudder Falls Bridge spans the Delaware River, connecting Ewing Township, New Jersey and Lower Makefield Township, Pennsylvania. Originally constructed in 1959, the bridge now carries an average of 59,000 vehicles per day. Due to capacity limitations, poor roadway geometry, and safety concerns, the bridge has been classified as "functionally obsolete." The bridge is nearing the end of its useful lifespan and is in need of replacement. A comprehensive project is being advanced to replace the current bridge and address other concerns within the immediate I-95 corridor.

Project Information:

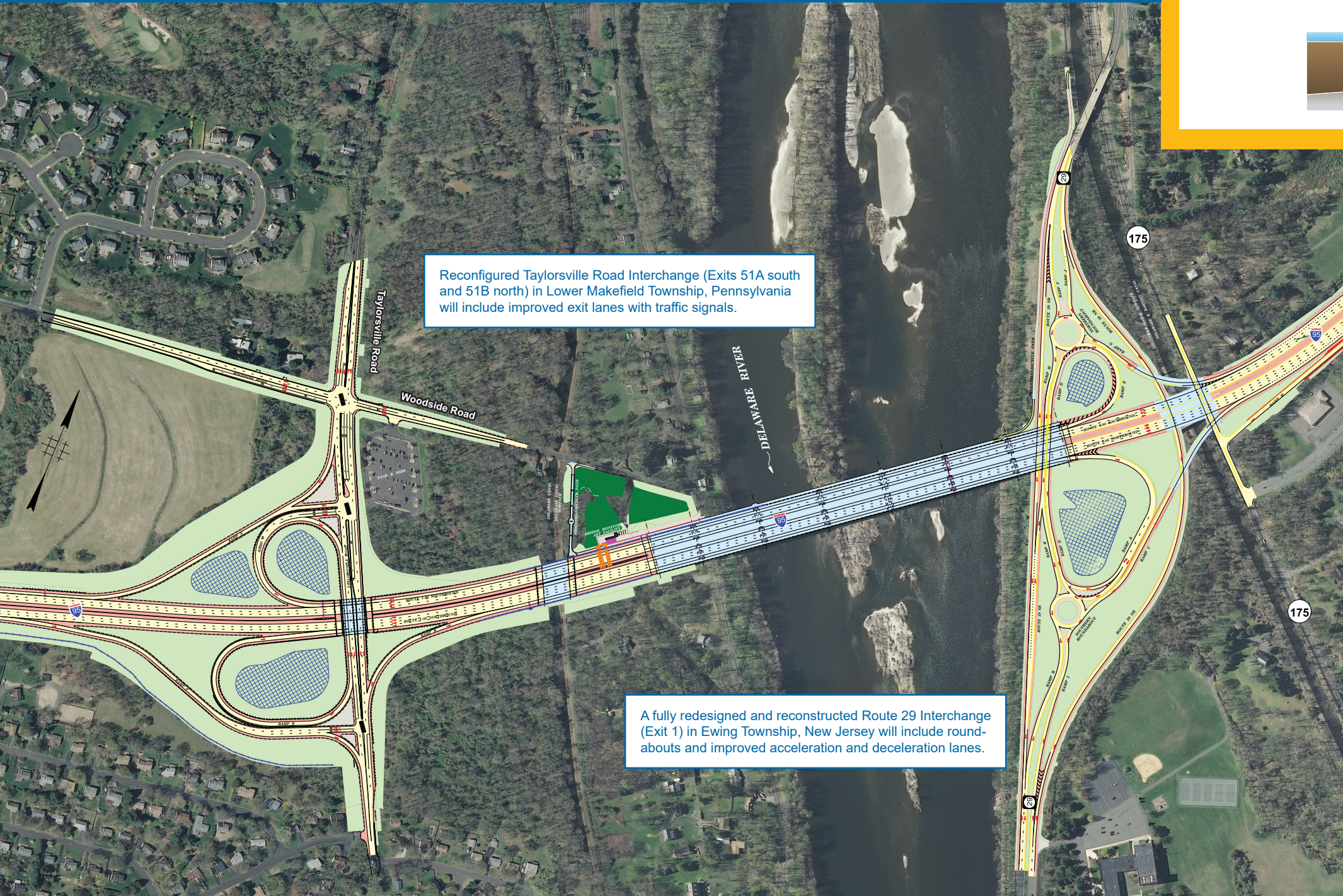
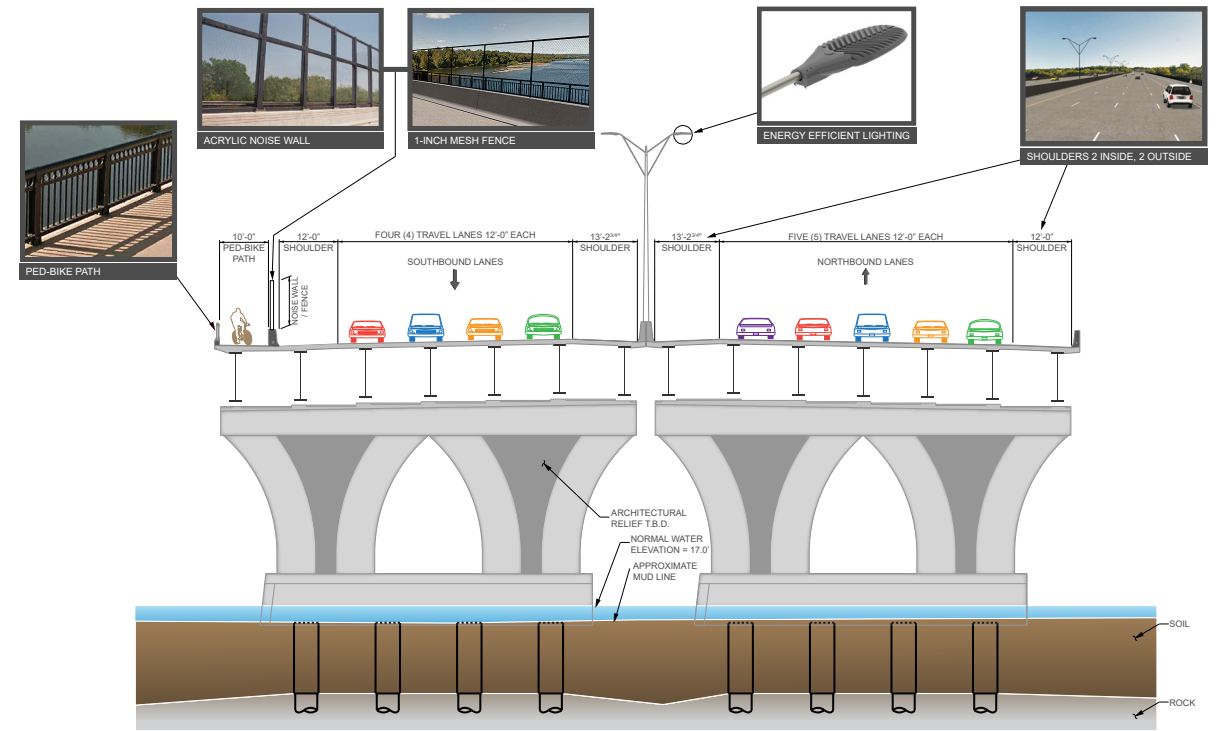
- Construction of a new dual-span bridge with 6 through-traffic lanes (3 in each direction) and 3 auxiliary lanes (2 northbound, 1 southbound) to facilitate safe movements of accelerating/decelerating vehicles entering or exiting at the bridge's 2 flanking interchanges
- Transition improvements on I-95 in NJ between Bear Tavern Road/County Route 579 Interchange (Exit 2) and NJ Route 29 Interchange (Exit 1)
- Construction of noise-abatement walls at warranted locations in both states
- Construction of a bicycle/pedestrian facility connecting canal towpaths in NJ and PA
- Reconfiguration of Taylorsville Road Interchange (Exits 51A south and 51B north) to improve safety conditions
- Widening I-95 in PA by adding one travel lane in each direction (widening to occur within the existing median)
- Implementation of a southbound all-electronic "cashless" tolling system, enabling drivers to pay tolls while traveling at highway speeds, avoiding toll plaza traffic congestion
- Widened inside shoulders to accommodate potential future bus rapid transit



PROJECT SUMMARY:

The Scudder Falls Bridge Replacement Project will replace the existing bridge with a modern structure. The project will also correct deficiencies at its flanking interchanges and approach roadways, provide pedestrian and bicycle access across the bridge to nearby canal towpaths, and construct noise-abatement walls at eligible locations. Overall, the project will include 4.4 miles of improvements along the I-95 corridor between the Newtown–Yardley/Route 332 Interchange (Exit 49) in Pennsylvania and the Bear Tavern Road/County Route 579 Interchange (Exit 2) in New Jersey.

MAIN RIVER BRIDGE | TYPICAL SECTION (LOOKING EAST)



Reconfigured Taylorville Road Interchange (Exits 51A south and 51B north) in Lower Makefield Township, Pennsylvania will include improved exit lanes with traffic signals.

A fully redesigned and reconstructed Route 29 Interchange (Exit 1) in Ewing Township, New Jersey will include roundabouts and improved acceleration and deceleration lanes.

The two artistic renderings below capture the final result for the new bridge. A steel alternative and a concrete alternative provide the best economic solution.



STEEL ALTERNATIVE



CONCRETE ALTERNATIVE