



WASHINGTON CROSSING

BRIDGE ALTERNATIVES ANALYSIS

FOR IMMEDIATE RELEASE

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Public Scoping Open House Sessions Scheduled For Washington Crossing Bridge Alternatives Analysis

Data-Gathering Process Guided by National Environmental Policy Act Remains Underway

WASHINGTON CROSSING – The public scoping open house schedule is now available for the alternatives analysis that will help guide the Delaware River Joint Toll Bridge Commission (DRJTBC) in deciding what course of action to take with its narrow and aging, load-posted, operationally challenged Washington Crossing Toll-Supported Bridge.

The public scoping event is scheduled to include two sessions as follows:

Pennsylvania Public Scoping Open House 5:30 p.m. to 8 p.m., February 10 The Crossing Church 1895 Wrightstown Road Washington Crossing, PA. 18977	New Jersey Public Scoping Open House 5:30 p.m. to 8 p.m., February 11 Union Fire Company and Rescue Squad 1396 River Road Titusville, N.J. 08560
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The sessions will consist of display-board stations where motorists, pedestrians, business owners, residents, and other interested parties may speak with members of the team of professionals involved with the Washington Crossing Bridge Alternatives Analysis, a multi-year research, documentation, and review process that is being conducted in accordance with the National Environmental Policy Act (NEPA).

Display-board stations are anticipated to include (but not be limited to) the undertaking's purpose and need, a study-area map, existing deficiencies of the bridge, public involvement, environmental considerations, current anticipated timeline, a listing of the broad alternative categories, and information on public comment opportunities. A video about the bridge also will be shown. There will be no formal presentation.

Following the sessions, the displayed materials will be added to the webpage that has been established for the Washington Crossing Bridge Alternatives Analysis: www.washingtoncrossingbridge.com. Individuals unable to attend the public scoping open house sessions would then be able to view the materials and submit comments and questions.

The alternatives analysis is being undertaken to identify and assess various alternatives for the Washington Crossing Bridge. The process involves topographic surveys, environmental studies,

archaeological and cultural resource investigations, and other endeavors aimed at assessing the location and developing a range of alternatives. Generalized categories of alternatives are expected to include no action, replacement, rehabilitation, and/or repurposing the current bridge. The primary objective of the analysis process is to identify a “preferred alternative” that would improve mobility and provide a safe and reliable river crossing.

Public scoping is an early-stage outreach activity prescribed under NEPA that guides the DRJTBC in gathering input to define the scope of environmental review, identify significant issues, obtain necessary data, develop feasible alternatives, and understand potential mitigation measures as part of an environmental documentation process.

Other public events are expected to occur at other key junctures as the alternative analysis progresses.

Of the 20 river crossings in the DRJTBC’s bistate (New Jersey and Pennsylvania) jurisdiction, the Washington Crossing Bridge easily receives the most customer complaints. It is the DRJTBC’s narrowest vehicular bridge with a 15-foot-wide roadway divided into two 7.5-foot travel lanes (one in each direction.) Among motorists complaints are broken mirrors and sideswipes with on-coming vehicles or the bridge structure itself.

The bridge carried an average of 6,600 vehicles a day in 2024. Its highest usage years were 2013 and 2016 when the annual average daily vehicle crossing counts were 7,500.

The bridge has a three-ton weight restriction, which has been in effect since 1995. The restriction is enforced by bridge monitors stationed 24/7 at a shelter adjacent to the bridge’s New Jersey approach. Bridge monitors also are positioned periodically in vehicles along the structure’s Pennsylvania approach.

In 2024, over 1,700 vehicles were turned away to protect the bridge from potential damage that could compromise its structural integrity and operation. (Note: 2025 statistics are expected to be available in late February.)