



# FACT SHEET

## PROJECT BACKGROUND

The Riegelsville Toll-Supported Bridge has reached a state where it requires repairs and rehabilitation.

The bridge is one of the Delaware River Joint Toll Bridge Commission's six "century bridges" -- over 100 years old. This is the first major project on the bridge in over 25 years.

The 2008 annual inspection of the bridge downgraded the bridge's status from fair to poor. Therefore, the Commission is taking proactive steps to prevent emergency closures that would have profound negative impacts for motorists, businesses and local communities.

The Commission is studying several design and construction concepts to address the bridge's repair and rehabilitation needs.

## EXISTING CONDITIONS

- Floor system and suspension hanger supports have mild to severe corrosion and deterioration
- Lead-based paint system is deteriorated
- Steel-grid deck in the wheel paths is worn
- Concrete and mortar joints on piers and abutments are deteriorated and spalling
- Pennsylvania approach roadway is cracked and uneven
- Suspension cables are in good condition

## PROJECT GOALS

- Increase the life span and safety of the bridge
- Prevent major repairs and long-term lane closures for a minimum of 15 years
- Improve the bridge's condition so it may support 3-ton vehicular loads, support the local economy, and serve residents on both sides of the Delaware River

## ANTICIPATED PROJECT SCOPE

### ***Bridge***

- Repair or replace deteriorated or damaged steel members of the superstructure, floor system and sidewalk
- Blast clean and paint all steel components, including the steel suspension cable and hangers

- Replace the existing bridge walkways
- Perform necessary concrete and mortar substructure repairs above the water line

### ***Roadway Approach***

- Mill and repave the Pennsylvania approach roadway
- Upgrade the bridge lighting fixtures
- Upgrade the approach signage to meet current standards

## PUBLIC INVOLVEMENT

The Commission is conducting a public involvement effort to raise awareness of the project and to provide the public with opportunities to review concept plans and provide comment. This will include direct meetings with stakeholders (elected officials, business owners, and others), an open house for the general public, communications such as this fact sheet and a project-specific Web page.

## BRIDGE HISTORY/CHARACTERISTICS

- Built in 1904, the bridge is a three-span, cable suspension structure with stiffening trusses
- Total bridge length: 577 feet
- 15-mph speed limit
- The current load limit for the bridge is 2.5 tons
- Consists of 166 tons of steel
- In 2008, an average 3,400 trips were made across the bridge daily
- The bridge was built by the John A. Roebling's Sons Company, which also designed the Brooklyn Bridge
- A unique structure because it is a multiple-span suspension bridge

### **PROJECT WEB PAGE**

[www.drjtbc.org](http://www.drjtbc.org) Click on Commission Projects  
Click on Riegelsville Bridge Rehabilitation Project

### **CONTACT INFORMATION**

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