



2014
Annual
Report



Delaware River
Joint Toll Bridge
Commission



Delaware Water Gap Toll Bridge



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Executive Director's Message



It was a year of progress and accomplishment for the Delaware River Joint Toll Bridge Commission in 2014. With stronger financial metrics, improved bond ratings, and robust toll collections, the Commission found itself better positioned to deliver on its core mission of providing safe and efficient travel across the Delaware River between Pennsylvania and New Jersey.

It was a year of challenges and achievements. Our operations personnel weathered the brutal “polar vortex” arctic air masses of January and February. We moved forward with the second year of our rehabilitation of the Easton-Phillipsburg (Route 22) Toll Bridge, putting the project in position for completion in spring 2015. We engaged in restructuring measures: the merger of the Commission’s E-ZPass back-office operations into the New Jersey system; reorganizations of six agency divisions; and the establishment of an expanded Contract Compliance Program to increase the use of Identified Business Enterprises in Commission procurements.

The year also saw the 200th anniversaries of our bridge crossings at Centre Bridge-Stockton and New Hope-Lambertville, the reinstallation of Lincoln Highway signs at our historic Calhoun Street Toll-Supported Bridge, and the retirement of our longest-serving Commissioner, William J. Hodas. And we advanced our marquee Scudder Falls Bridge Replacement Project to final design after reaffirming that the project will be executed as a design-bid-build procurement.

Looking back on 2014, we can see that our course of activities moved the Commission into an enhanced position to serve the travelling public in 2015 and beyond. Please review the pages of this annual report to see how we are working better and harder to meet the transportation needs of our bistate region every day.

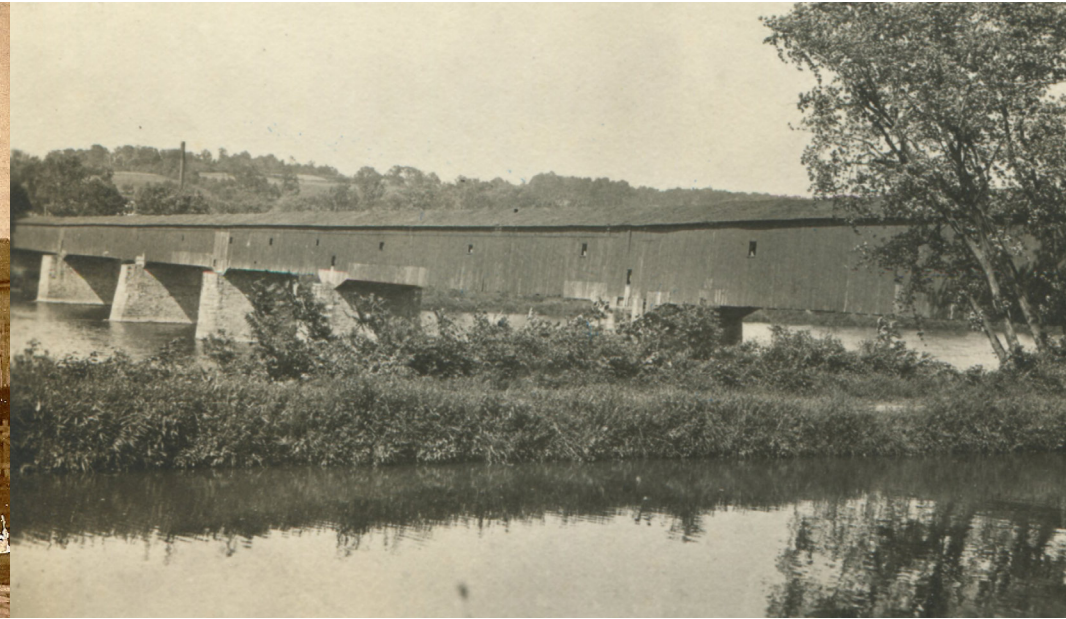
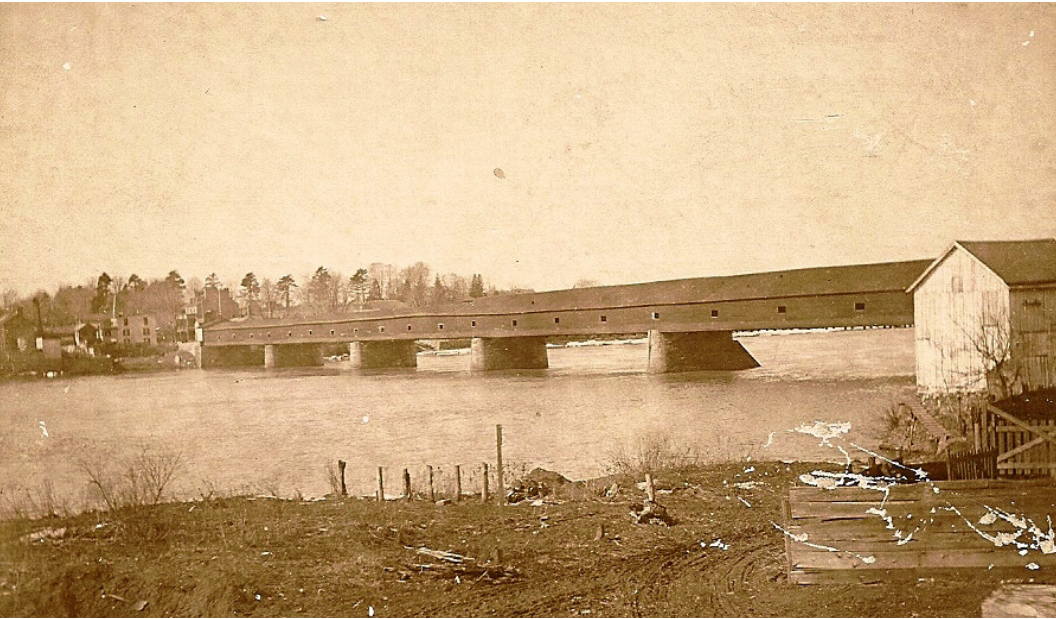
A stylized, handwritten signature in black ink that reads "Jos. J. Resta".



A TALE OF TWO BRIDGES



River Crossings at New Hope-Lambertville, Centre Bridge-Stockton Passed the 200-Year Mark in 2014



The Commission's main river bridges come in all shapes and sizes. No two are exactly alike. Likewise, each of the Commission's 20 river crossings has its own distinct historical lineage. Some came into being at sites where colonial-era ferries once operated. Others came later, born of necessity and opportunity as the river region's agricultural economies grew in lockstep with the nation's steady westward expansion.

The original bridges across the Delaware River were built individually by private investors in the 19th century. They formed separate companies to raise construction capital through the issuance of stock shares. Government did not

get into the bridge-building business until after the advent of mass-produced automobiles in the early 20th Century.

All of these early privately run bridge enterprises had two things in common: First, they had timber superstructures supported by stone masonry piers and abutments. Second, each respective crossing was operated as a toll bridge with the revenues being used to defray construction costs and, if they were lucky, return dividends back to investors.

The first bridge to be constructed across the Delaware was called the Trenton Bridge—the country's first interstate bridge. It opened almost 30 years after the signing of the

Declaration of Independence—on January 30, 1806. A second bridge across the river opened roughly 50 miles upstream on October 14, 1806 at Easton, PA.

As these two bridges quickly proved to be viable enterprises, agitation soon arose for establishment of a third bridge company at point roughly halfway between Trenton and Easton. This eventually turned into a contentious competition. Unfortunately, consensus could not be achieved, resulting in the formation of two companies in 1811 that sought to construct bridges within four miles of each other. The first of these two new spans, the Centre Bridge, opened January 10, 1814. The second crossing, the New Hope Bridge, opened September 12, 1806. Due to their close proximity, the two bridges struggled to attract users from roughly the same clientele base along two different forks of the Old York Road between New York and Philadelphia. Each bridge spanned the river between what was then Solebury Township on the Pennsylvania side and now-defunct Amwell Township on the New Jersey side. (New Hope and Lambertville were not incorporated as municipalities until decades later. The same is true for what is now Stockton Borough, N.J. The name Centre Bridge lives on today as a neighborhood within Solebury Township.)

The original Centre Bridge was an uncovered structure of circumspect design and construction. Records indicate that it was so fault-ridden that it had to be “partly rebuilt” during 1829. In contrast, the bridge between New Hope and what is now Lambertville was of superior design and construction. Like Centre Bridge, it originally opened as an uncovered structure; a roof and sides were added several months later under a separate construction contract.

The two bridges apparently had similar toll schedules, charging for the crossings of everything from livestock to bushels of grain, and pedestrians to multi-horse-drawn wagons. During their first four or so decades of operation, neither bridge enterprise provided regular dividends to their respective investors. It was not until the establishment of a successful north-south rail line along the New Jersey side of the river in the mid-1800s that either bridge company achieved any semblance of solvency.

Tenuous financial prospects were only one problem. An even greater threat was the river itself. On January 8, 1841, a flood that came to be known as the “Bridges Freshet” knocked nine bridges out of service along the river. This tally of destruction included both the Centre Bridge and the New Hope Bridge. Two piers and three spans of the Centre Bridge were washed away. Meanwhile, half of the New Hope Bridge—the portion closer to the New Jersey side—was destroyed. Both bridges were repaired quickly. In the process of

this work, the owners of the Centre Bridge used their repair project as an opportunity to raise the structure higher above the water line.

Once put back in service, the two bridges did not encounter catastrophic river flooding for more than six decades. The next great river flood occurred October 9 and 10, 1903, the result of a tropical storm that dropped more than 14 inches of rain over a four day period in the Delaware River Basin. The cataclysmic deluge is now memorialized in historical accounts as the “Great Pumpkin Flood” because of all the gourds and pumpkins that bobbed in the roiling floodwaters after being carried away from riverside croplands.

Just as in 1841, this flood destroyed or partially destroyed nine bridges along the river. But unlike 1841, the Centre Bridge survived the racing torrents. The bridge, in fact, was the only crossing between Trenton and Easton to withstand the flood. The bridge between New Hope and Lambertville unfortunately did not fare as well. It was completely washed away. The private company that owned the New Hope-Lambertville span promptly set about the business of building a new bridge. The new structure—the Pratt-truss bridge that stands to this day—was constructed of steel and erected atop the repaired stone piers that once supported the 1814 bridge. The new bridge opened to traffic—at that time, horse-drawn carriages and wagons—on July 22, 1904. The completed project was formally celebrated with an all-day event of parades and parties in Lambertville and New Hope on September 5.



By this time, motorized vehicles were a rare possession of only the very wealthy in limited areas of the country. But when mass-production of automobiles put car ownership within reach of middle-income families, the effect was revolutionary. The mounting wave of automobile enthusiasts soon began pressuring elected officials for better roads and bridges. State governments responded by earmarking funds to wrest control of private toll roads and toll bridges so they could function as public facilities providing free and unimpeded passage for motorists. Agitation for free bridges along the Delaware River actually began in the wake of the 1903 flood, but these efforts didn't crystalize until a decade later. In 1916, a joint commission set up by Pennsylvania and New Jersey met for the expressed purpose of purchasing the private bridges along the river and freeing them of tolls. The first bridge to be purchased was at Trenton on July 12, 1918. The private toll bridge between New Hope and Lambertville became the third to be shifted into public hands. The transaction took place December 31, 1919. Cost: \$225,000.

The Centre Bridge Company and its shareholders apparently rejected initial entreaties to sell their aging wooden covered toll bridge to the two states. This was unfortunate because the bridge was completely destroyed in a spectacular fire after being struck by lightning on the evening of July 22, 1923. Charred stone-masonry piers and abutments were the only remaining vestige of the venerable 19th century bridge. On November 6, 1925, all of the Centre Bridge Company's few tangible assets were purchased by the two

states for \$10,000. The holdings included small parcels of land on both sides of the river, an old stone toll-house, and the old burned piers and abutments in the river. The former Joint Commission for Elimination of Toll Bridges—the predecessor agency to the current DRJTBC—set about the mission of constructing a new steel bridge atop the old piers after encasing them in concrete. The new bridge, which remains in service today, opened for use—without a toll—on July 16, 1927.

Pennsylvania and New Jersey provided annual subsidies to the Joint Commission for Elimination of Toll Bridges to operate and maintain the two bridges until December 28, 1934, when the Joint Commission was disbanded and reconstituted with an expanded mission as the Delaware River Joint Toll Bridge Commission. State subsidization for the two bridges continued under Bridge Commission control until July 1, 1987, when New Jersey and Pennsylvania transferred ownership of the bridges outright to the DRJTBC. Under this new arrangement, the Commission was directed to use a share of its toll revenues to cover all operating and capital costs of these former tax-supported bridges. A comprehensive rehabilitation of the New Hope-Lambertville Toll-Supported Bridge was conducted in 2004. The Commission thoroughly rehabilitated the Centre Bridge-Stockton Toll-Supported Bridge in 2006.

The Commission commemorated the 200th anniversaries of the New Hope-Lambertville and Centre Bridge-Stockton river crossings with a series of low-cost events in 2014. Banners were placed at the bridge-



es during the warm-weather months and remained in place until the end of the year. Maintenance workers painted a state line on the New Hope-Lambertville Bridge's walkway. Commemorative proclamations were presented to the governing bodies in the bridges' host municipalities of Solebury Township and New Hope in Pennsylvania and Stockton and Lambertville in New Jersey. Two large bronze historic plaques at the Centre Bridge-Stockton Bridge were cleansed of excessive patina and reinstalled on their respective granite monuments at each end of the bridge. Meanwhile, the Communications Department conducted historical research on both crossings, assisted the historical societies in Lambertville and New Hope in the creation of a commemorative video about the bridge between those two communities, and participated in two special events the historical societies organized.

Research Solves Mystery of Centre Bridge's 1814 Opening Date

It may not have been a mystery on a scale of Stonehenge, the Bermuda Triangle, or the disappearance of Amelia Earhart, but the specific date of when the original wooden Centre Bridge opened 200 years ago along the Delaware River was ascertained by the Commission in 2014.

According to advertisements published in the Pennsylvania Correspondent and Farmers' Advertiser - the predecessor weekly newspaper to today's Intelligencer of Doylestown, PA. - the inaugural Centre Bridge was deemed "ready for crossing" on January 10, 1814.

The advertisement appeared for the first time on January 17, 1814. It was published a second time in the newspaper's next edition a week later. The advertisement carried the headline "THE PUBLIC" along with the following text: "Are hereby informed that the CENTRE BRIDGE at Mitchell's and Howell's Ferries is now ready for crossing-January 10, 1814."

Records on file at the Bucks County Historical Society's Spruance Library in Doylestown confirm that the advertisement had been placed by the managers of the Centre Bridge Company - the former local shareholder-financed enterprise that established and operated the bridge crossing for almost 110 years. While the bridge company is not mentioned in the 1814 advertisement, a receipt archived at Spruance Library shows the Centre Bridge Company paid \$6.75 for the ad, the printing of a toll schedule, and publication of other notices between April 1813 and April 1814.

The verbiage "ready for crossing" appears to have been a term of art that private bridge companies employed

in the early 1800s for declaring when their wooden toll bridges opened for business along the Delaware River. The same terminology, in fact, was employed by the New Hope Delaware Bridge Company upon its bridge's opening on September 12, 1814.

The advertisement's references to Mitchell's Ferry and Howell's Ferry stem from the fact that the Centre Bridge crossed the river where a series of private ferry services operated during the previous century. Daniel Howell and later his son, Joseph, operated the ferry at the location - from the New Jersey side - between 1731 and 1780. Later, a prominent businessman - William Mitchell - reportedly operated a profitable ferry venture from the Pennsylvania side up until the bridge's opening in 1814. Records indicate that Mitchell was a proponent of the Centre Bridge's construction and one of the company's first managers.

Soon after the bridge opened, the areas on both sides of the river quickly became known as Centre Bridge. Over time, however, the area at the bridge's New Jersey end came to be known as Stockton, first as a post office name in 1851 and then formally incorporated as a separate municipality carved out of Delaware Township on April 14, 1898.

The Commission sought to ascertain the specific opening date of the original Centre Bridge for the crossing's 200th anniversary. Historic plaques, published accounts, and prior research uniformly concurred that the first bridge at the location began operations at some point in 1814, conveying commerce and travelers along the Upper York Road between Solebury Township, Pa. and the former Amwell Township, N.J.



However, those accounts either vaguely asserted the bridge opened in the “spring” of 1814 or they offered a date apparently based on conjecture and not a specific citable historic record.

For example, a pamphlet - *The Centre Bridge*—that a revered Hunterdon County historian, Elmer Roberson, published in 1928 stated that “John Abel was appointed toll keeper and entered upon his duties January 1st, 1814.” Over the years, several people have assumed that reference meant the original Centre Bridge opened on that date. But Roberson never expressly stated an opening date for the bridge.

Another archaic reference that helped to mystify the issue is an 1881 volume - *History of Hunterdon and Somerset County, New Jersey* by James P. Snell. This book states the bridge “informally opened in the spring of 1814.” While Snell failed to provide a citable reference to support the vague dating reference in his book, the statement apparently has been perpetuated on numerous occasions over the years. Snell’s “spring of 1814” chestnut even made its way onto the historical plaques placed at the bridge in the late 1920s.

Hoping to solve the quandary once and for all, the Commission issued a press release in late January seeking help from local historians, bridge enthusiasts, and the general public who might possess some tidbit of information about the bridge’s opening date. The press release generated a smattering of local news articles. The item was further distributed by history buffs and engineers via the internet. One national engineering organization - the American Society of Civil Engineers - subsequently issued a public service an-



nouncement in March about the Commission’s quest.

Over time, the Commission heard from a variety of interested parties: a research librarian at the Kutztown Area Historical Society in Pennsylvania; a professional engineer from Virginia who sought help from fellow members of an organization called the Timber Framers Guild; a former Commission employee who edited the agency’s bridge manuals in the 1970s and 1980s; and a history buff upriver in Montague, N.J.

Armed with materials provided by some of these individuals and others, the Commission staff combed through various Spruance Library archives. This led to the discovery of the Centre Bridge Company’s 1814 receipt from a printer, Asher Miner, referencing the aforementioned January 17, 1814 advertisement. After using Genealogybank.org’s historical news database to identify Asher Miner, the Commission delved

through microfilmed copies of his Doylestown-based newspaper to find the advertisement affirming the Centre Bridge’s opening date as January 10, 1814.

Subsequent research the Commission conducted at the Spruance Library and the Hunterdon County Historical Society’s Hiram E. Deats Memorial Library in Flemington, N.J. did not uncover any credible documented accounts or materials to refute the January 10, 1814 opening date identified in Asher Miner’s weekly news pamphlet.

In the end, the result made for a good-news/bad-news outcome. The good news was the Commission finally had a verifiable reference to the Centre Bridge’s opening date. The bad news was the 200th birthday had already passed by the time the discovery was made.

Tarnished Historic Plaques Reconditioned for Centre Bridge-Stockton Crossing's 200th Anniversary



The tarnished historical plaques displayed at each end of the Centre Bridge-Stockton Toll-Supported Bridge underwent restoration as part of the crossing's 200th anniversary in 2014.

The large bronze plaques were removed from their granite monuments in early April and then transported to Moorland Studios, Inc. in Stockton, N.J. The firm specializes in conservation of historic metal objects and sculptures and previously performed work for the Commission, including restoration of historic plaques at the famous Lower Trenton ("Trenton Makes") Toll-Supported Bridge between Trenton, N.J. and Morrisville, PA.

The Centre Bridge-Stockton plaques are virtually identical. Each tells the bridge crossing's historical account, starting with the series of ferry services that originally operated at the location and then the subsequent construction of the first bridge—by the largely local-shareholder-financed Centre Bridge Company.

The plaques also describe the lightning-ignited fire that destroyed

the covered wooden bridge on July 22, 1923, and how the states of Pennsylvania and New Jersey later provided equal funding shares for the joint purchase of the former bridge's remaining charred piers. With state financing, a new non-toll bridge—the current steel truss structure that stands today—was constructed by the former Joint Commission for Elimination of Toll Bridges Pennsylvania-New Jersey—the predecessor agency to today's Bridge Commission.

The historical plaques were installed in vicinity of the bridge's approaches in New Jersey and Pennsylvania shortly after the structure opened on July 16, 1927. Judging from the weathered condition of the plaques prior to their removal, it appeared that they had not undergone any sort of thorough professional restoration since first being installed more than 80 years ago.

The restored plaques were reinstalled by Commission maintenance workers in early June.

Commission Partners with Historical Societies, National Canal Museum To Commemorate 200th Anniversary of New Hope-Lambertville Crossing

Extensive community partnering took place in 2014 as the Commission worked with local and regional organizations to mark the 200th Anniversary of the bridge crossing between New Hope and Lambertville. The commemoration efforts were conducted throughout the course of the year and included various facets of the Commission's organization:

- Executive Director Joseph Resta represented the Commission in a special video the New Hope Historical Society produced to tell the 200-year story of the bridge—from its War of 1812 beginnings to its current legacy of service between the picturesque riverfront communities of New Hope and Lambertville.
- Deputy Executive Director of Communications Joe Donnelly gave a humor-laden educational presentation to a packed house at the historical video's premiere showing at the Bucks County Playhouse in April. Donnelly dressed up as a bridge officer, a maintenance worker and a Commission executive to explain how the agency works to operate and protect the aging bridge.
- Donnelly and the Commission's media consultant, Brabender Cox, worked with the National Canal Museum in Easton to produce a 15-minute-long condensed digitized version of nearly two hours of raw film footage compiled in the 1920s and 1930s by W.W.

Chambers, a Delaware Canal preservation proponent. The abridged footage showed various New Hope-area locations, including the former wooden bridge at Lumberville, PA. and the Point Pleasant-Byram Bridge, which was destroyed in the 1955 flood. Music was added to the pared film segments and the resulting product was shown for the first time at the April Bucks County Playhouse event.

- Community Affairs Director Richard McClellan designed a 4-foot-by-21-foot banner for the bridge with black and white depictions of the original wooden bridge's portal (1814) and the portal for the current-day steel Pratt-truss bridge. The banner was hung in early June and remained at the bridge until shortly before Thanksgiving. Richard Gerhart, a graphic artist from Quakertown, PA., produced the rendering of the 1814 bridge portal from historic photographs.
- A marble tablet mortared into the stone parapet on the bridge's Lambertville walkway approach was removed by maintenance crews for restoration. Writing on the stone commemorated the wooden bridge that had spanned the river at the location until the 1903 flood. The aging marker was seldom noticed by passing pedestrians, largely because it had become partially obscured by the adjoining concrete sidewalk slab. The tablet was



slated to undergo cleaning in 2015 with reinstallation at a new location near the bridge at some future date.

- The Lambertville Historical Society hosted a “Cheers to Our Bridge” open house on September 13 to mark the opening of the first bridge at the location 200 years earlier. The free event was held at the Lambertville Station Restaurant and Inn next to the bridge. The Commission’s Communications Department produced a limited-edition 48-page historical account of the bridge for distribution at the event. The Commission also secured the attendance of F. Arthur Develin, Jr. of Moorestown, N.J., the grandson of the man who designed the current steel bridge, Richard Griffith Develin, over a century ago.
- The New Jersey/Pennsylvania state line was painted on the bridge’s walkway by Commission maintenance workers (see separate article).
- Commemorative resolutions marking the bridge’s 200th anniversary were presented to the governing bodies in New Hope and Lambertville.

State Line Marking Unveiled At New Hope-Lambertville Bridge Walkway

As the old adage goes, “you have to draw the line somewhere.”

That certainly was the case for the Commission during the summer as a pair of its maintenance workers painted a tri-color state line on the New Hope-Lambertville Toll-Supported Bridge’s walkway.

The boundary-marking was the brainstorm of Ian Sanders, a 12-year-old Lambertville student who wrote a December 2013 letter to the Commission requesting the agency to designate where the state line falls on his local bridge’s walkway.

On August 28, the line was formally unveiled by Ian as Commission representatives, local officials, history enthusiasts, and his family applauded with approval.

The state line location was ascertained through Google satellite images. The colors in the line are identical to the colors in the Commission’s D-shaped logo: the green representing the wooded hills of Pennsylvania, the buff-gold color representing the sands of New Jersey and the white center line representing the Delaware River between the two states. The Commission’s full name and logo appear on the white stripe. The words Pennsylvania and New Jersey are painted in white on their respective colored stripes.

Painting of the line began in July and took several weeks due to weather, other maintenance responsibilities and the fact that the bridge’s walkway is heavily

used by pedestrians. It is, in fact, the most heavily travelled walkway of any bridge along the Delaware River. The detailed lettering was done by hand by two veteran maintenance workers: Michael Gazzillo and Aaron Schermerhorn, who both have strong ties to the New Hope-Lambertville area.

The line has proved to be an unexpectedly popular addition to the bridge. A daytime hour seldom passes when a family or a group of visitors isn’t seen posing for a picture at the line or a young person takes a selfie at the line. On other occasions, individuals walking across the bridge will stop at the line and then proceed to jump back and forth between the two states.

The Commission opted to install the state line as part of bridge crossing’s 200th anniversary year. The original wooden covered bridge at the location was built by private investors and declared “ready for crossing” as a tolled enterprise on September 12, 1814.



New Hope-Lambertville Crossing Had Many Owners

It's a little noted fact that the river crossing between New Hope, PA. and Lambertville, N.J. has been in service longer as a private toll bridge (105 years) than as a publicly owned non-tolled facility (95 years).

As part of the 200th anniversary effort, the Commission researched the bridge crossing's storied history. Among the discoveries it made is a compilation of the individuals and entities that have owned, operated and maintained the various bridges that spanned the Delaware River at the location since 1814. The list is as follows:

- New Hope-Delaware Bridge Company (first iteration), private toll bridge, September 12, 1814 to March 15, 1850 (approximate);
- Honorable John Runk et al, court-appointed receivers later further empowered by legislative fiat in New Jersey and Pennsylvania, private toll bridge, March 15, 1850 (approximate) to November 29, 1850;
- John G. Michener and James Gordon, Esqrs., Philadelphia attorneys, private toll bridge, November 29, 1853;
- Samuel Grant, Esq., Philadelphia shipper and importer, private toll bridge, November 29, 1853 to September 23, 1872;
- Estate of Samuel Grant, William S. Grant executor, private toll bridge, September 23, 1872 to May 7, 1887;
- New Hope-Delaware Bridge Company (second iteration), private toll bridge, May 7, 1887 to December 31, 1919;
- States of Pennsylvania and New Jersey (jointly) with operation and maintenance assigned to the former so-called Joint Commission for Elimination of Toll Bridges across the Delaware River with costs covered by state tax subsidies, public non-toll bridge, December 31, 1919 to December 28, 1934;
- States of Pennsylvania and New Jersey with operation and maintenance assigned to the Delaware River Joint Toll Bridge Commission, the costs covered by annual state tax subsidies, public non-toll bridge, December 28, 1934 to July 1, 1987;
- The Delaware River Joint Toll Bridge Commission (outright) with costs covered as a toll-supported facility, public non-toll bridge, July 1, 1987 to today.



William S. Grant

Factoids about the Centre Bridge-Stockton River Crossing

- Approximate location of Mitchell's Ferry, previously known as Howell's Ferry and Reading's Ferry
- Ferry owner William Mitchell figured prominently in the establishment of the shareholder-owned company—the Centre Bridge Company—that financed the first privately owned toll bridge (January 10, 1814) at the location
- The inaugural Centre Bridge was designed and built by Captain Peleg Kingsley and Benjamin Lord—believed to have been an uncovered wooden structure
- The name Centre Bridge stemmed from the location being the center of three competing bridge proposals; name also may have referred to span's location being near the halfway point between the existing Delaware River bridges at Trenton and Easton
- It's believed that four distinctly different bridge structures have spanned the river at this location over the past 200 years
- The crossing was served by wooden structures for a longer duration than any other bridge location along the river—approximately 109 years
- When the second Centre Bridge—a covered structure—was destroyed in the 1841 flood, a substitute toll collector, George Fell, was swept into the river; he made national headlines by using a section of the bridge's floating remnants as a make-shift raft that he navigated roughly 15 miles downriver to “Yardleyville” where he was rescued
- The last wooden bridge to be constructed at this location lasted over 80 years
- A ferry operated between Centre Bridge and Stockton after the old wooden Centre Bridge was destroyed by fire on July 22, 1923
- The fire was immortalized by the famous Pennsylvania Impressionist painter Edward Willis Redfield, whose homestead was immediately upstream of the bridge
- Redfield's painting, *The Burning of Center Bridge*, is prominently displayed at the James A. Michener Art Museum in Doylestown, PA.
- The steel replacement bridge, which stands today, is a six-span Warren truss structure consisting of 976 tons of steel
- The engineer of design was Edwin W. Denzler, Jr., who also oversaw the design of the Commission's steel bridges at Lower Trenton, Uhlerstown-Frenchtown, Upper Black Eddy-Milford, and the Easton-Phillipsburg Toll Bridge
- The bridge was closed for three days following the historic flood of 1955 (Sept. 19-21), one of the only bridges to avoid serious damage
- The bridge has musical chops: A New Jersey composer, Frances White, has written two electroacoustic works—*Centre Bridge* and *Centre Bridge (Dark River)*—inspired in part by the droning sounds of vehicular tires accelerating and decelerating along the bridge's open-steel-grate road deck



Factoids about the New Hope-Lambertville River Crossing



- Bridge is slightly upriver from where a series of ferries operated before and after the Revolutionary War: Wells Ferry, Coates' Ferry, Pursell's Ferry, Coryell's Ferry
- First bridge at this location was designed by Lewis Wernwag, one of America's leading pioneering bridge builders of the early 19th Century; Wernwag's bridge was 32-feet wide with two wagon lanes and two walkways for pedestrians
- Poles atop the bridge's entrance portals may have been for lightning protection; Benjamin Franklin had invented the lightning rod about 65 years before the bridge's opening
- Original owner was the New Hope Delaware Bridge Co., chartered by 1812 legislation
- When the bridge opened in 1814, New Hope was Bucks County's most significant milling and industrial center and was part of Solebury Township; the tiny hamlet on the New Jersey side was called Coryell's Ferry and Georgetown
- Construction of the first bridge reportedly cost \$67,936.37
- In an apparent attempt to balance its books, the New Hope Delaware Bridge Co. created a wildcat bank and began issuing its own currency in 1815

- The bridge company's illegal bank suspended redemption of its notes during four separate periods between 1820 and 1848, according to a legislative investigation
- In November 1849, two competing factions of bridge company shareholders battled for control of the bridge's toll gates and this resulted in "three suits for battery" when a fistfight ensued between two warring toll collectors
- The failing bridge company – and its unauthorized bank – went into receivership in March 1850
- The bridge was put up for sale in 1851; it was sold November 29, 1853 to two Philadelphia attorneys, John G. Michener and James Gordon for \$44,250
- Michener and Gordon immediately transferred ownership to Samuel Grant, a highly respected Philadelphian who amassed a fortune in the importing and shipping business
- Grant is the only person to own the bridge outright during its 200 year history; he and his heirs owned and operated the crossing for 33 years
- The bridge turned profitable under Grant's tutelage as the Lambertville grew exponentially with the arrival of Belvidere-Delaware Railroad
- On May 7, 1887, Grant's heirs sold the bridge to a group of New Hope-Lambertville-area investors who formed a second-iteration of the New Hope Delaware Bridge Co.
- The steel truss bridge that is currently in service today was designed by Richard Griffith (R.G.) Develin, a civil engineer who worked for the Pennsylvania Railroad
- Cars were charged 20 cents each way to cross in 1911, the equivalent of a \$9 today
- Factories sounded their whistles to celebrate the removal of tolls on January 2, 1920
- The steel bridge carried a trolley for roughly 19 years; service ended September 21, 1924
- The bridge originally had a wooden road deck; a steel-grate surface was installed in 1948
- Flood damage in 1955 forced the bridge's closure for than a month (Aug. 19 to Sept. 22)
- The bridge's walkway is the most heavily used pedestrian crossing along the Delaware
- The bridge has been a popular artistic subject for generations of painters and photographer





Easton-Phillipsburg Toll Bridge

Transformation Is Operative Word for 2014 Work Stage Of Easton-Phillipsburg Toll Bridge Rehabilitation Project



It was as if the rust-stained, pothole-ridden Easton-Phillipsburg (Route 22) Toll Bridge underwent a sweeping metamorphosis when the second year of a comprehensive rehabilitation project drew to a close in late 2014.

The 76-year old bridge's steelwork glistened with fresh coats of "bridge green" paint, a marked upgrade over its previous faded silver color. Its formerly rutted roadway was replaced with a smooth polymer-modified asphalt surface. And the bridge's two immediate approach structures – a new multi-girder bridge over Route 611 in Easton and the long Broad Street Viaduct in Phillipsburg – were put in their best condition since the facility first opened in early 1938.

It was a transformative outcome: a bridge that pre-dated World War II was given a new lease on life to serve 21st century transportation demands.

The project's 2014 construction stage was carried out over nine-month period. Work began with a two-tier platform and containment system for painting activities on the eastern half of the bridge in late winter and continued at various portion of the project area until the last remaining round-the-clock travel restrictions were lifted along Route 22 eastbound in Easton about two weeks before Christmas.

In the intervening months, a litany of tasks were performed, including – but not limited to – the following:

- Rehabilitated westbound approach roadways of Route 22 in Easton and Phillipsburg. This included full-depth replacement of concrete pavements leading to the bridge's toll plaza area in Phillipsburg.

- Completed construction of a new approach bridge that now carries Route 22 traffic across Route 611 on the toll bridge's Easton approach.
- Rehabilitated the Route 22 westbound entry and exit ramps along Route 22 in Phillipsburg and Easton.
- Finished the replacement of corroded or weakened structural steel members beneath the toll bridge and the adjoining Broad Street Viaduct in Phillipsburg.
- Painted the walkway railings and structural steel on the downstream sides of the main river bridge and the adjoining viaduct.
- Completed electrical improvements and other upgrades at the toll plaza area.
- Reseeded all grassy areas and installed various plantings where appropriate.

The construction activities took place within a tightly confined three-quarter-mile work zone with a constant flow of traffic moving along single lanes of the highway at all times. With the project now considered to be substantially completed, only intermittent off-peak lane and ramp closures may be needed to close out the project's few remaining tasks before the project reaches final completion in spring 2015. A rededication ceremony will be held at that time.



Paving the Way to an Improved Bridge Driving Surface



When Commission engineers began planning for a rehabilitation of the Easton-Phillipsburg Toll Bridge, one challenge they sought to overcome was how to provide motorists with a reliably smoother driving surface.

The bridge's road deck had long been a source of driver scorn. The driving surface was a virtual obstacle course of severely heaved and troughed asphalt pavement interspersed with irregular potholes of rutted and shoved pavement patching.

Nobody knows for sure how long the problem had existed at the bridge. It's possible it dated back to the bridge's 1938 opening, when it was outfitted with an asphalt-block driving surface.

Because of the bridge's design of solid-steel deck panels, conventional and even experimental asphalt applications

did not wear well under the weight of heavy traffic volumes and the super-hot temperatures of summer. Over the decades, each new pavement job eventually turned into a rutted surface that pooled water and jarred the suspension systems of cars and trucks. Even the fiber-reinforced asphalt mix that was last employed at the bridge provided disappointing results. Meanwhile, concrete could not be used as an alternative to asphalt because it would never adhere to the steel deck below.

In planning the latest rehabilitation project, the project's design consultants explored whether new pavement technologies might offer a solution to the problem that had befuddled prior generations of engineers. They examined a range of different options, eventually deciding upon a polymer-modified asphalt product that is both waterproof and resistant to rutting and shoving. The product, called Rosphalt®, has been used on other bridges around the

country and in Canada, including the George Washington Bridge and the Verrazano Narrows Bridge.

According to the manufacturer, the Massachusetts-based Chase Corporation, Rosphalt has been proven to last 3-1/2 times longer than standard hot-melt asphalt products. The product is a dry mix that gets added directly at an asphalt plant, producing a product that can be applied by standard paving equipment.

The new road surface at Easton-Phillipsburg consists of two courses. The bottom layer is 1-3/4 inch course of Rosphalt with larger aggregate for purposes of strength. The top layer is a 2-inch wearing course or Rosphalt with finer aggregate. The new surface was applied in three phases – one in 2013 and the other two in 2014.

Commission engineers are optimistic about Rosphalt's prospects for solving the bridge road-surface dilemma that eluded their predecessors. But only time will tell whether Rosphalt endures or goes by the roadside.



Easton-Phillipsburg Toll Bridge Goes Green – In Color, That Is

As long as anyone can remember, the Easton-Phillipsburg Toll Bridge's hulking steel truss had a silver-metallic finish. But that all changed in 2014, when the bridge received a freshly painted greenish hue.

The bridge's new paint system consists of three separate coatings: an organic-zinc-rich primer coat, an epoxy intermediate coat, and a greenish aliphatic urethane finish coat. For the record, the official name of the new color is "bridge green."

To apply the new three-coat paint system, a two-tier platform and containment system was installed along the western half of the bridge in March and early April.

The temporary, flexible platform/containment installation above the traffic lanes consisted of chain link fencing, tarpaulins, outriggers, cables, and a multitude of fasteners. The enclosed area was connected to large vacuum and air ventilation units at the end of the bridge via large flexible tubes.

Besides providing painting crews with a safe and efficient work area, the cocoon-like installation protected passing motor vehicles and the environment from paint residue and overspray. While the bridge was de-leaded 30 years ago, the encapsulation of the steel truss was done in a manner as if the structure still had some lead on it.

Work crews prepared the structure's surface

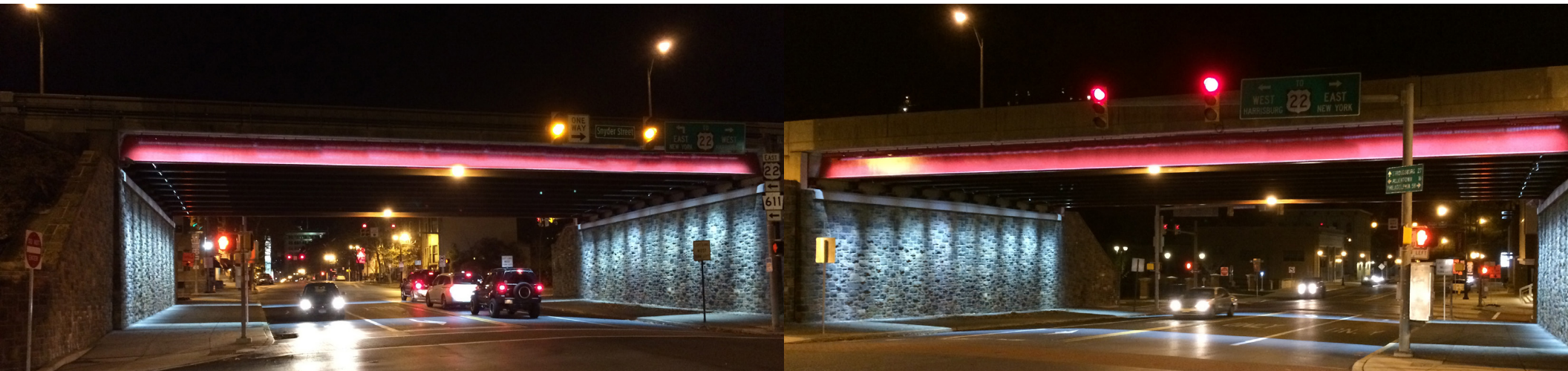


for repainting through the removal of failing paint, cleaning off dirt and grime, and shot-blasting rusted areas. The three-coat paint system was then applied.

Once the painting of the western half of the bridge was completed, the tarps and containment measures were removed to reveal unveil the new color scheme. The entire process of installing flexible work platforms and containment measures were then repeated on the bridge's eastern side.

For the first time in its 76-year history, the bridge's color now more closely resembles that of the nearby Northampton Street Toll-Supported Bridge a short distance downstream. The new color also is in line with the preponderance of other bridges in the Commission's system.

Easton's Third Street Overpass Gets Facelift



Reversing a decades-long trend of rising crime, industrial flight, and economic decline, the gritty, hard-scrabble City of Easton has experienced a pronounced turnaround over the past decade.

The once-down-at-the-heels river town is attracting an influx of young residents and new businesses. A month seldom passes without a new restaurant or gallery opening. In 2014 alone, an estimated \$9 million worth of private and public investments were made in the city's downtown.

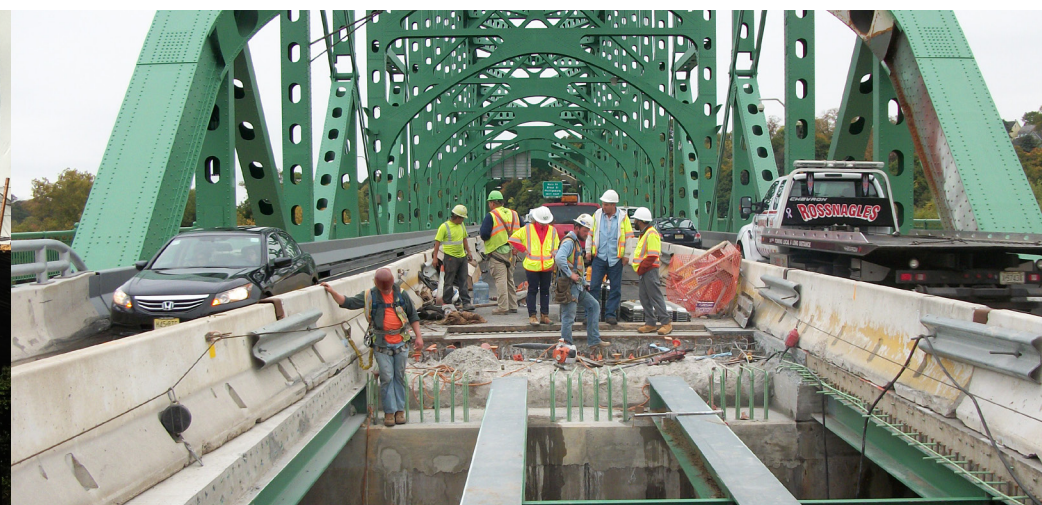
Although not planned as such, the timing of the Commission's toll bridge rehabilitation project dovetails nicely with Easton's recent urban renaissance. The assortment of improvements achieved under the project are enhancing the city's gateway image. Nowhere was this more evident than at the Commission's Route 22 approach bridge across Easton's Third Street – a key gateway connecting the city's

historic downtown and College Hill neighborhoods.

In consultation with Easton's municipal officials, the fascia beams on the Third Street overpass were painted a bright red to mesh with the color used at other similar facilities in the city. Meanwhile, the Commission made both vehicular and pedestrian passage beneath the overpass a more pleasing experience. The previously dingy looking rough-stone breastwalls along the Third Street structure were thoroughly cleansed and sandblasted and new overhead LED lighting was installed to further enhance the appearance of the stone fascia and end beams.

The architectural lighting system above the newly painted fascia beams and stone breast walls – purged of grime, soot and calcium deposits for the first time in decades – was turned on for the first time just before Christmas.

Rehabilitation Project Makes ‘Structurally Deficient’ A Passé Classification at the Bridge Commission



The Easton-Phillipsburg Toll Bridge Rehabilitation Project yielded a significant system-wide dividend for the Commission in 2014. For the first time in two decades – if not longer – the Commission no longer has a single bridge classified as “structurally deficient.”

According to the Federal Highway Administration, bridges are considered structurally deficient if they have structural elements that need to be monitored and/or repaired. The fact that a bridge is structurally deficient does not mean that it is likely to collapse or it is unsafe. It means the bridge must be monitored, inspected and maintained.

The Commission’s transportation network consists of 22 river bridges (the I-78 and Delaware Water Gap crossings are twin spans) and 34 approach bridges, many of which are short-span highway overpasses. Of these 56 structures, it’s believed that more than a dozen were considered struc-

turally deficient around the time when the Commission launched a comprehensive capital improvement program in 2001. The Commission has been whittling down the number of structurally deficient structures in its system ever since.

When construction activities for the Easton-Phillipsburg project got underway in June 2013, the agency only had two structurally deficient bridges left to address.

One was the adjacent former pre-stressed concrete box-beam overpass that carried Route 22 across Route 611 immediately west of the toll bridge in Easton. The other was the Broad Street Viaduct, a significantly longer five-span approach bridge on the Phillipsburg approach to the toll bridge.

Under the project, the Route 611 overpass superstructure was replaced with a modern-day multi-steel-girder bridge

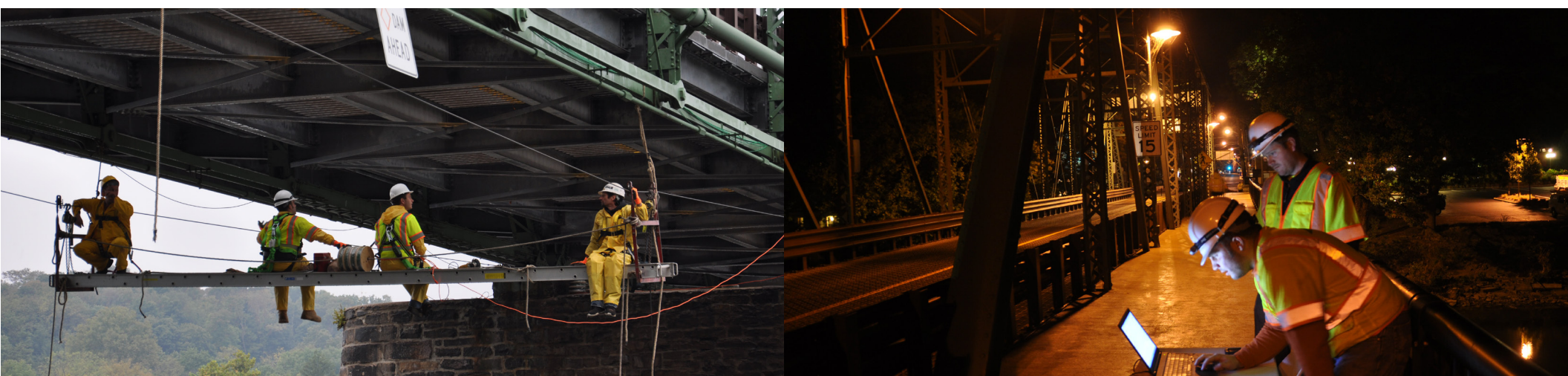
that was constructed in three phases spread over 2013 and 2014. Meanwhile the multitude of corroding steel supports that caused the Broad Street Viaduct to be classified as structurally deficient were replaced during the same-two-year period.

The prior structurally deficient tags for the two bridges were lifted when the rehab project reached substantial completion in December. As good as this outcome is, the Commission still has 30 bridges classified as “functionally obsolete” under the National Bridge Inventory Standards. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.

Many of these structures predate the establishment of national standards and nine of them are load-posted spans due to their older design for carrying lighter vehicles and not due to poor condition. Of these 30 bridges, the one most in need of serious attention is the Scudder Falls Bridge – a heavily used commuter span that is currently handling more than 58,000 vehicles a day although it was designed to accommodate lower traffic volumes.



Interplay of Electronic Bridge Monitoring Systems, Load Ratings Examined at Two 100-Year-Old Bridges



Seeking to find better ways to monitor the health of the Commission's most vulnerable bridges, a study was conducted in the summer and fall that assessed the applicability of electronic sensor technology at two of the agency's oldest crossings.

Entitled the Bridge Monitoring System Study for Select Vehicular Bridges, the project was conducted under a contract with Pennoni Associates of Haddon Heights, N.J., The New Hope-Lambertville Toll-Supported Bridge, which links Bucks County, PA, with Hunterdon County, N.J., and the Riverton-Belvidere Toll-Supported Bridge, which links Northampton County, PA., with Warren County, N.J., were used to conduct the study. Both of these bridges were constructed in 1904, and they annually experience disproportional numbers of overweight truck crossings compared to other vehicular bridges in the Commission's system. The two bridges also are represen-

tative of the structural connection methods found in the Commission's oldest bridges. The New Hope-Lambertville bridge has a pin-connected truss while the Riverton-Belvidere bridge has gusset-plate connections.

The core purpose of the study was to gauge how "Structural Health Monitoring" (SHM) techniques can improve the safety and maintainability of the agency's critical structures. SHM combines a variety of sensor technologies with embedded measurement controllers to capture, log and help analyze how a bridge carries and distributes loads and how excessive loads affect a bridge's structural integrity. Among other things, sensors can detect temperature, strain and displacement of steel members, and corrosion.

To conduct the study, Pennoni's engineers inspected the New Hope-Lambertville and Riverton-Belvidere super-

Improvements, Repairs Made To Trenton-Morrisville Toll Bridge's Approaches, Ramps

structures. These findings were then used to construct a finite-element model for the purpose of analyzing each bridge's structural integrity, load ratings and performance-under-load.

Engineers then went back into the field, outfitting each bridge with vibrating-wire strain gauges and then recording how the bridges handled the strain of various truck crossings. The simulated crossings were made by Commission maintenance personnel using dump trucks loaded with three different volumes of sand. The readings from the gauges were routed to a single computer for processing and development of final strain analyses.

One immediate finding proved very reassuring: the instrumentation and load testing verified the accuracy of the two bridge's current load postings as previously determined using traditional calculation methods. A longer-term dividend of the study is that the Commission is planning to use the sensor technology to assist in identifying overweight vehicles that cross the New Hope-Lambertville and Riverton-Belvidere bridges in the future.

The study has provided insight on how sensor-based monitoring could enhance the Commission's ability to detect and deter overweight/oversized vehicles as a means of better enforcing weight limits at the agency's aging vehicular crossings. (The superstructures at six of the Commission's non-toll bridges are 110 years old or older; the average age of the Commission's entire 20-bridge network reached the 80-year mark in 2014.)

The Trenton-Morrisville (Route 1) Toll Bridge's network of approach roadway and entrance/exit ramps were the focus of an improvement project conducted between August and November.

The undertaking consisted of 15 different major work elements involving the toll bridge, the Route 1 interchanges at Pennsylvania Avenue in Morrisville, and Route 29 in New Jersey and the Ferry Street intersection off Route 1 in Trenton. The project also addressed deficiencies at 9 approach bridges, 2 overpass bridges, and 10 ramps.

Specific project tasks include resurfacing and restriping of the roadways, concrete roadway repairs, pavement crack resealing, bridge deck and bridge barrier seal coating, drainage work, median repairs, and bridge-joint cleaning. The work was performed under a contract awarded to Road-Con of West Chester, PA. A series of lane closures and detours were utilized to complete the various project tasks.

Entitled the "Trenton-Morrisville Toll Bridge Approach Roadways Improvement Project," the initiative addressed a litany of conditions and issues cited in the Commission's 2013 Annual Inspections Report and verified in follow-up field investigations by the Commission's engineering staff and the agency's Capital Program Management Consultant.

The various work elements in the project are part of a broader initiative that includes the approach roadways and intersections serving the nearby Lower Trenton ("Trenton Makes") Toll-Supported Bridge. Since the amount of work in the broader undertaking grew exponentially after the harsh winter of 2013-14, it was decided to break the project into two separate construction contracts. Hence, the work at the Lower Trenton Bridge's approaches will be part of a separate contract to be executed during the 2015 construction season.





Uhlerstown-Frenchtown Toll-Supported Bridge



Scudder Falls Bridge Replacement Moves Forward As Conventional Design-Bid-Build Project



The Scudder Falls Bridge Replacement Project took a seismic step forward in 2014 as agency officials affirmed that a conventional Commission-administered design-bid-build (DBB) procurement process would be used to carry out the long-awaited, multi-faceted regional transportation project.

Speaking at the Commission's July meeting, DRJTBC Executive Director Joseph J. Resta stated that a two-year hiatus of analysis and deliberation did not uncover any compelling reasons for why the project should be carried out under a public-private partnership (P3) agreement instead of a traditional DBB scenario. Resta said a DBB approach ensured that the facility would remain fully in public hands, giving the Commission control over toll rates for the benefit of its customers.

Resta's noted that the Commission voted in support of a

DBD procurement in issuing a 2010 Statement of Intent for the project and a case never materialized for overturning that decision. He said the criteria most P3 projects generally have were not present with the Scudder Falls undertaking: costs exceeding \$1 billion, short implementation schedules of one to two years (so payments to private entities can start sooner), and an inability to move the project forward with anything but an alternative method of financing such as a Public-Private Partnership (P3).

"Analysis of traffic and revenue studies to date, while indicating a P3 was possible, have not demonstrated a compelling need or even significant advantages to the Commission to utilize this alternative project delivery method," Resta told Commissioners. "The Commission's inability to maintain and control its affordable tolls structure would be most easily accomplished through a traditional DBB delivery – rather than a P3 model – with the

lowest available financing through the Commission's own improved bonding capacity."

Less than a month after the procurement announcement, the Commission posted a highly anticipated Request for Proposals (RFP) for final design services. The RFP rollout was the most significant project milestone since June 2012, when the Federal Highway Administration (FHWA) issued a pivotal Finding of No Significant Impact (FONSI) certifying the project's compliance with the National Environmental Policy Act of 1969.

To promote awareness of the RFP among engineering consulting firms and maximize competition for the resulting contract award, the Commission hosted a well-attended mid-September pre-proposal meeting/project update session in the main ballroom of the Sheraton Bucks County Hotel in Langhorne, PA. The final-design-services procurement effort resulted in the submissions of nine different proposals. A selection and contract award is anticipated to be made in early 2015.

Other progress was achieved with project preparations during the year. In July, the Commission received the results of a Level III Investment-Grade Traffic and Revenue Study that provided updated traffic and revenue data for a tolled Scudder Falls replacement bridge with improved adjoining interchanges and approach roadways. The report further bolstered the case for executing the project through a DBD process with



direct Commission oversight. The report is available on the project website www.scudderfallsbridge.com.

Commission engineers also secured additional permits for the project during the year, including two approvals from the Bucks County Conservation District – one for erosion and sedimentation controls and another project storm-water management facilities design.

As the year drew to a close, the anticipated project schedule was as follows:

- Upon issuance of a contract in early 2015, the final design process will take approximately 18 months to complete
- A construction contract procurement process is expected to be initiated in the latter part of 2016
- Project construction expected to get fully underway in early 2017
- Construction expected to take up to four years to complete

More precise dates will be determined once the final design process is completed in 2016.

Current Scudder Falls Bridge Plagued By Safety, Traffic Issues

The existing Scudder Falls Bridge was designed and constructed in the late 1950s and was not intended to carry today's traffic volumes.

Its structural design is of the same non-redundant, pin-and-hanger-connected two-girder type as the I-95/Mianus River Bridge that collapsed in Connecticut in 1983. The Commission took steps in the early 1990s to prevent a Mianus-type collapse, but the redundancy measures did not – and could not – add life to the bridge's road deck, which now has multiple pothole patches and other surface deterioration.

The existing bridge cannot be widened since it already is cantilevered on its upstream and downstream sides. A rehabilitation of the bridge and replacement of the current road deck would be a costly undertaking (an estimated \$70 million to \$80 million), causing crippling traffic delays and congestion over extended periods during construction. Additionally, such work would not address any of the numerous safety, traffic capacity and operational deficiencies in the current Scudder Falls highway corridor.

According to volumes of environmental documentation the Commission compiled to secure FHWA approvals, the project is being pursued for the following reasons:

- The current bridge is functionally obsolete and needs to be replaced to alleviate recurring current peak-period and emergency-

incident traffic congestion and projected future traffic.

- Numerous commuter safety and operational upgrades are needed at the bridge and adjoining highway segments and interchanges in the two states; the SFB replacement project will improve mobility and provide a safe and reliable river crossing for vehicles, including interstate commercial shipments and regional emergency services such as ambulances and local fire squads.
- The bridge does not meet current FHWA or state standards.
- The geometry of the bridge, approach highways and interchanges do not meet current standards.
- More than 100 accidents a year are recorded in the project area -- some have been fatal.
- The bridge lacks shoulders for breakdowns and emergencies as well as acceleration and deceleration lanes to carry traffic entering or exiting the highway at the two flanking interchanges that were constructed in close proximity to the bridge decades ago. (Shoulders and proper auxiliary lanes are required elements for interstates under current design criteria).



Scudder Falls Bridge Replacement Project's Operative Word: Comprehensive

The Scudder Falls Bridge Replacement Project entails much more than construction of a new bridge over the Delaware River. The project actually encompasses a heavily commuted 4.4-mile portion of the I-95 corridor extending from the Route 332/Yardley-Newtown Road exit in Bucks County, PA. and the Bear Tavern Road/Route 579 exit in Mercer County, N.J.

The congestion-prone highway segment is a choke point for commuter traffic between Bucks County, PA and Central Jersey. Outdated interchanges with insufficient acceleration and deceleration lanes exacerbate safety problems at the bridge.

Due to the inadequate number of lanes on the bridge, the absence of shoulders on the structure and poor roadway geometry at the bridge's adjoining interchanges, even minor accidents and emergencies at the bridge and its interchanges have been known to cause extended periods of regional gridlock.

For these reasons, the nearly 55-year-old bridge and its approach roadways and ramps are classified as "functionally obsolete."

To address recurring traffic safety and capacity problems at the bridge and its adjoining interchanges and approach roadways, the Commission is pursuing a comprehensive project for the highway segment. Project elements include:

- Replacing the existing four-lane Scudder Falls Bridge (SFB) over the Delaware River with a twin-span structure carrying six lanes

of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and one auxiliary southbound lane for entry/exit travel.

- Overhauling the accident-prone Route 29/175 interchange on the New Jersey side.
- Reconfiguring the Taylorsville Road interchange in Lower Makefield, PA.
- Making drainage upgrades and other improvements along the approach highway between the Route 29/175 interchange and Bear Tavern Road in New Jersey.
- Widening the Pennsylvania approach highway between the bridge and the Route 332/Newtown exit by adding an additional lane to the inside in each direction.
- Providing a shared-use bicycle/pedestrian walkway connecting the recreational canal paths on both sides of the river.
- Constructing full inside and outside shoulders/breakdown lanes on both replacement bridge spans, a current highway standard requirement.
- Constructing an all-electronic toll (AET) collection system consisting of high-speed E-ZPass tag readers and video cameras to identify license plates for purposes of col-



lecting tolls by mail from motorists who do not have E-ZPass. Such license plate tolling – with an administrative fee to cover the additional costs of non-toll-tag transactions – is increasingly being used in other states and countries.

- Installing noise-abatement walls along the approach roadways leading to and from the bridge; areas eligible for noise-abatement have been designated in accordance with enhanced standards promulgated by the FHWA and used by state departments of transportation.

Scudder Falls Bridge Deck Condition Assessed

The declining condition of the Scudder Falls Bridge's road surface was the focus of an engineering study in the winter and spring of 2014.

Conducted by the consulting firm McCormick Taylor, Inc. and a subconsultant, Penetradar, Inc., the deck condition survey ascertained the magnitude of repairs that would be needed to keep the current Scudder Falls Bridge operational and in a state of good repair until a replacement bridge can be constructed in the coming years.

The deck assessment involved three different activities conducted largely during the month of February: a site inspection of the bridge's top and bottom sides; testing of the bridge deck with ground penetrating radar coupled with video recordings; and hammer soundings.

The findings were compiled into a report completed in April. The study will be used to develop final design plans and specifications for an interim deck repair project that the Commission expects to undertake at the bridge during the summer of 2015.



Polar Vortex, Restructuring Measures, Awards Make 2014 a Very Busy Year

Organizational restructuring, winter storm response, professional awards, and the memorialization of a slain Pennsylvania State Trooper were among the operational highlights and unique events the Commission's encountered in 2014.

A Tough Winter

Meteorologically speaking, the winter months of early 2014 may not have been the worst the Delaware River region has ever experienced. But to people who endured it, the nearly ceaseless “polar vortex” winds of January and February will be remembered for a long time.

The winter produced multiple snow and ice storms, some only days apart. There were no prolonged thawing periods in January or February. Sheet ice formed on the Delaware River well into March. Ice jams in the Trenton area became so bad at one point in January that it caused riverside flooding along both banks of the river. Meanwhile, ice and snow accumulations from multiple storms covered the river region's landscape for the better part of two months.

The severity of the winter is reflected in the Commission's operational records: the agency had to call in personnel to salt and plow road surfaces on 36 separate occasions due to snow, sleet, freezing rain, and refreezing events.

The agency's response was a true team effort. The Commission's three geographic districts kept on top of salt and fuel supplies, managing to avert shortages

that struck other transportation agencies. The Purchasing Department succeeded in restocking supplies even when regional shortages arose. Maintenance crews responded in a timely fashion to all 36 mobilization calls for storm or ice response – sometimes working double shifts. ESS monitors at the Commission's Primary Control Center kept a bead on ice jams and road conditions, coordinating response efforts. Last but not least, toll-collection and bridge-protection personnel braved the elements to report to their posts in some extremely difficult travel conditions.

Restructuring Measures

For the second consecutive year, change was a core internal objective at the Commission as seven operational arms underwent reorganization: Accounting, Human Resources, Electronic Security and Surveillance (ESS), Purchasing, Information Technology, administrative staff and the corps of men and women who guard the Commission's most vulnerable vehicular bridges.

The changes did not expand the agency's table of organization so much as they assigned accurate titles to positions for which the job duties had evolved beyond their original scope of tasks and responsibilities. Of these changes, the one most directly affecting the public is a reorganization of the unit of men and women who protect the Commission's most vulnerable bridges. It was the first overhaul of this division since the early 2000s.

Under two resolutions passed at the Commission's





December meeting, the archaic title of bridge officer was replaced by the updated – more accurate – title of bridge monitor and the supervisory oversight of the bridge monitors was transferred to the agency’s Security, Safety and Training Department. This facet of bridge protection previously was assigned to the Commission’s geographically defined operational districts.

For the uninitiated, bridge monitors play an important infrastructure protection and public safety roll at the Commission. Their primary function is to enforce the posted weight limits at the Commission’s oldest and most vulnerable bridges. (For example, the Washington Crossing Toll-Supported Bridge has a three-ton weight limit.) But their duties extend beyond that of combating overweight and over-sized vehicles. Additional responsibilities can include emergency response and traffic control, pedestrian safety, first-aid and weather-related data collection.

Bridge monitors are required to participate in training sessions once every month. These sessions vary and can include such topics as accident investigations, incident report procedures, homeland security, cardio-pulmonary resuscitation, operating defibrillators, radio communications policies and procedures, and working with State Police and local agencies.

Pennsylvania State Police Cpl. Bryon Dickson

In a show of solidarity, the Commission passed a resolution to honor a Pennsylvania state trooper who was gunned down in the line of duty outside his barracks

in early September. The ambush of Cpl. Bryon K. Dickson II and a colleague – Trooper Alex T. Douglass, who was critically wounded, but survived -- underscored the dangerous reality of law enforcement work.

Cpl. Dickson and Trooper Douglass were both stationed at the Blooming Grove Barracks in Pike County, PA. This is the base of the Pennsylvania State Troopers who provide coverage for the Commission’s Milford-Montague Toll Bridge. The Commission has provided annual subsidies to the State Police in New Jersey and Pennsylvania since 2004 to provide law enforcement coverage for the Commission transportation network.

Survived by a wife and two young sons, Cpl. Dickson’s public-service career was extolled in the Commission’s resolution. The Commission postponed delivery of the framed resolution to his barracks until a massive manhunt for the alleged shooter was completed. The suspect, Eric Matthew Frein, 31, of Canadensis, Pa., was captured at an abandoned Monroe County airfield hanger on October 30. Pennsylvania Commissioner Jack Muehlhan delivered the resolution to Dickson’s superiors at the Blooming Grove Barracks in December.

A Fervent Crossing

One unique customer demographic for the Commission’s bridges is religious pilgrims. Since 1988, thousands of Catholic faithful have crossed the Commission’s Uhlerstown-Frenchtown Toll-Supported Bridge as part of a four-day, 57-mile pilgrimage from

Great Meadows, N.J. to the National Shrine of Our Lady of Czestochowa in Doylestown, Pa.

The trek is inspired by a centuries-old tradition in Europe where people walk for hundreds of miles to the Jasna Gora monastery in Czestochwa, Poland. Many pilgrims completed the rigorous journey on their knees.

Each August, the New Jersey-to-Pennsylvania pilgrimage brings a human wave of priests, nuns, and laymen to the Uhlerstown-Frenchtown crossing. The journey along largely back roads involves singing, prayer and expressions of penance.

The bistate pilgrimage took place for the 26th time in 2014. As in prior years, the journey forced the closure of local roads and blocked bridge access. While the crush of marchers impacted motorists, delays were brief; the congregation crossed the bridge in less than 15 minutes.

Bridge Project Awards

The Commission received a series of awards in 2014 for two recently completed bridge projects.

The New Jersey chapter of the American Council of Engineering Companies (ACEC) conveyed a Distinguished Award to the Commission and STV, Inc. -- the project's construction management/inspection services consultant -- for the spring 2013 rehabilitation of the iconic Lumberville-Raven Rock Toll-Supported Pedestrian Bridge.



Meanwhile, a pavement recycling project conducted in 2013 at the approach roadways to the New Hope-Lambertville (Route 202) Toll Bridge was heralded by multiple organizations. The Commission shared these awards with the engineering firm Cherry, Weber & Associates, which served as the project's design consultant. The project honors included:

- Recycling Award from Roads & Bridges magazine/Asphalt Recycling and Reclaiming Association (ARRA);
- Honor award from the New Jersey chapter of ACEC;
- Distinguished Engineering Award from the New Jersey Alliance for Action, a construction advocacy organization in the Garden State.

In April, both the Lumberville-Raven Rock bridge rehabilitation and the Route 202 recycled paving project received further National Recognition Awards at the ACEC's National Engineering Awards Gala in Washington, D.C.

New Year's Eve Asset Protection

As much as the Commission likes to work with the various communities that host the agency's bridges, the agency's well-established record of partnering and goodwill has its limitations. This was demonstrated on December 31, 2014, when residents and business owners in the Lumberville section of Solebury Town-

ship, PA. sought to stage an unsanctioned copy-cat New Year's Eve ball drop at the DRJTBC's Lumberville-Raven Rock Toll-Supported Pedestrian Bridge.

The shindig was publicized in a local daily newspaper article with an accompanying photograph of an LED-light-festooned aluminum wrapped ball hanging without authorization from a bridge tower. The article asserted the event was free and open to the public and that visitors could park at the Bull's Island Recreation Area on the bridge's New Jersey side.

Commission personnel worked to contain the situation as a crowd of approximately 40 people – many of whom had open alcoholic beverage containers – gathered on the bridge's Lumberville side shortly before midnight. They were led by a man who jerry-rigged the LED-enshrouded ball to a long wooden pole. One apparently tipsy celebrant even had the temerity to offer a drink to Corporal Heinemann, who promptly refused the offer.

Advised of the large gathering and the presence of alcohol, State Police in both states were summoned to the bridge. Solebury Township police and New Jersey State Park Police also reportedly responded.

The scene was cleared a short time later with the only injury being the alcohol-fueled Times Square-in-Lumberville fantasies of the event's organizers. If anyone in Lumberville ever questioned the resolve of Commission personnel to mitigate liability, guard agency facilities, and ensure public safety during a

holiday period, the answer was delivered emphatically in the waning minutes of 2014.

Heroes on Wheels

For the past four years, a Bucks County civic group – the Central Bucks Rotary Club – has conducted a motorcycle ride to raise funds for military veterans. The annual Ride for the Heroes has generated hundreds of thousands of dollars for wounded veterans, their families, and local veterans' support organizations like the Travis Manion Foundation.

The fund-raising effort has gained in popularity with each passing year. On June 1, 2014, more than 400 motorcyclists turned out for the fourth-annual ride. The police-escorted procession started at the Garden of Reflections in Lower Makefield, PA., and followed a route that crossed two Commission bridges: the New Hope-Lambertville Toll-Supported Bridge east into New Jersey and the Centre Bridge-Stockton Toll-Supported Bridge back into Pennsylvania. As in prior years, the ride culminated at the Fraternal Order of Police Picnic Grove in Bedminster Township, PA.



Harsh Winter Ice Jams Flooded Roadways, But Never Posed Direct Threat to Commission Bridges



The Commission received a wave of public inquiries in early January when a veritable sea of ice jammed the river and caused roadside flooding and traffic detours around the three bridges the agency operates between Trenton, N.J. and Morrisville, PA. While the bridges remained open, a combination of media outlets and area residents expressed fears that the seemingly expanding jagged floating glacial-like mass would damage the bridges' support structures and cause them to collapse. The cold hard truth, though, is the ice itself never directly threatened the spans.

In a historical context, ice jams are far from a new phenomenon along the Delaware River. Ice jams have formed in this stretch of the river for thousands of years and there have been winters when the breadth and duration of ice jams far exceeded what occurred in early 2014. Likewise, the piers and abutments that support the Commission's three Trenton bridges have endured their share of harsh winters. The original masonry substructures supporting the Lower Trenton ("Trenton Makes") Bridge alone have been in the river for more than 207 years. The substructures supporting the Calhoun Street Bridge have been around since 1861. The ones supporting the Trenton-Morrisville (Route 1) Toll Bridge date back to 1952. The piers and abutments at these three locations are substantial enough to withstand the pressures and slow movements of ice in the river.

These substructures also are in their best overall condition in decades as a result of a recent capital initiative the Commission undertook to rehabilitate and undergird the piers and abutments that support 15 of the agency's 20 main-river bridges. This undertaking – the Substructure

Repair and Scour Remediation Project – involved work spread over portions of three years, 2010 to 2012.

None of this means to suggest that the Commission had a false sense of security, because there is an indirect threat that ice jams pose for the Commission's bridges and service mission: flooding. Such was the case the intensified "polar vortex" of arctic cold descended upon the region in early January, causing a stubborn ice jam that stretched from a half-mile below the Lower Trenton Bridge to a point upstream of the Calhoun Street Bridge. The ice jam became so compacted that it eventually began to back up the river's flow, inundating a portion of Route 29 on the river's New Jersey side and a portion of River Road on its Pennsylvania side. Still, the flooding from this event never reached such heights that it impeded access to the Commission bridges, or caused the ice to rise so high that it might breach one of the bridge's road decks.

There is a second kind of ice-induced flood concern for the agency. This can occur when massive ice jams hold back large pools of rising water at points far up the river.

If up-river jams suddenly break up due to a rapid thaw or runoff from heavy rains, they can cause a tidal wave effect in which a torrent of ice, water and debris races down the river where it can then smash into bridge piers or form new ice jams at each subsequent bridge crossing. This type of flooding event last occurred in 1996 and impacted a variety of Commission bridges, most notably causing serious community flooding in the area of the historic steel-truss bridge at New Hope-Lambertville.

Expanded Program Established to Promote Greater Use Of Traditionally Disadvantaged Businesses in Commission Contracts

The Commission established an expanded Contract Compliance Program in 2014, approving corresponding policies and forms to increase the involvement of Identified Businesses Enterprises (IBEs) in construction and professional-services contracts.

The reconstituted program is building upon the record of achievement the Commission realized in recent years through the use of minority, women and small-business enterprises in capital program contracts. The new, expanded Contract Compliance Program encourages the inclusion of a broadened universe of IBEs in Commission contracts – not just capital projects.

The more-expansive IBE designation applies to more than minority, women and small-business ventures. It also extends to Disadvantage Business Enterprises, Veterans Business Enterprises, Disabled Business Enterprises, and any other valid enterprise designations that may arise.

The broadened business enterprise program went into effect in July. The new Commission operation consists of two employees: Director Julio Guridy, who previously ran the agency's successful Compact Authorized Investment municipal transportation grant program, and Manager Christine Baker, who previously administered the Commission's inaugural efforts at enhancing business opportunities for minority- and woman-owned companies and small businesses.

A program-specific webpage and a promotional brochure subsequently were created to generate interest in

the contracting consulting communities and to disclose performance outcomes. An additional B2Gnow portal is being planned to go into operation during 2015.

The Contract Compliance team also is seeking to generate program participation by promoting the effort at a wide variety of industry forums and events.



The newly expanded program is a manifestation of the Commission's policy objective to reevaluate its prior business enterprise efforts make them more consistent, verifiable and accountable. It's also envisioned that the new efforts will provide the means for IBEs to increase their capacities so they might eventually "graduate" to one day becoming prime contracting entities themselves.

Another eventual goal is to make the restructured program's performance outcomes regularly available on the Commission's public website.

Expanded Program's Genesis

The Contract Compliance Program builds on the achievements the Commission realized in recent years through the establishment of MBE/WBE/SBE goals in Capital Program contracts. In July 2008, the Commission launched a pilot program to enhance opportunities for certified MBE/WBE/SBE companies in Commission contracts. After 1 1/2 years, the trial effort was deemed to be a success, prompting the Commission to give the program permanent status in December 2010.

Improved Financial Metrics Elicit Rating Upgrades For Commission Bonds

Robust debt service coverage ratios, stable toll-collection trends and good liquidity were among the reasons why ratings on the Commission's revenue bonds rose during 2014.

In December, Moody's Investors Service upgraded its rating on Commission bonds to A1 from A2 while assigning a stable outlook. Moody's cited five DRJTBC strengths that factored into the upgrade:

- Improved debt-service coverage ratios since a 2011 toll increase;
- Liquidity maintained over 1000 days' worth of cash on hand for over a decade, with plans to keep at least \$80 million through construction of the Scudder Falls Bridge project;
- Good asset condition, with the recent completion of a 10-year bridge rehabilitation program;
- Competitive toll rates to other river crossings; and
- Closed flow of funds and no economic development activity with Commission funds.

"The Commission is well positioned at its current rating, given the risks associated with the capital plan and mature state of the service area," Moody's stated in its rating action.

In May, Standard & Poor's upgraded its rating for the Commission's to A with a stable outlook from A-. The bond-rating firm stated four credit strengths for the Commission:

- A good competitive position with two interstate highway bridges that charge motorists lower rates than competing Delaware River toll agencies;
- A stable demand profile that provides a base for good revenue growth;
- A strong financial profile with very good liquidity and strong debt-service coverage over the past two years; and
- Strong bond provisions that require annual debt service to be covered by a minimum 1.3 ratio of net revenue for every dollar of debt.

In its analysis summary, Standard & Poor's cited how the Commission adopted an even stronger target ratio of 1.5-times coverage in 2011. Standard & Poor's credit analyst Anita Pancholy stated: "The rating reflects our view of the Commission's good competitive position, stable demand profile, and strong bond provisions."

Joseph J. Resta, the Commission executive director, attributed the rating upgrades to Commission efforts aimed at restructuring debt through the availability of record-low interest rates, stabilizing operating costs, and improving institutional liquidity.

In October 2012, the Commission achieved a Net Present Value savings of \$12.7 million in future debt service payments up to 2030 through a refunding of \$107.5 million of outstanding bonds from 2003 and 2005. On May 1, the Commission closed on a bond renewal transaction that will enable the agency to save \$972,000 over the next three years on more than \$127 million of principal outstanding on 2007B-1 and 2007B-2 bonds.

Lincoln Highway Signs Return at Calhoun Street and Lower Trenton Bridges

The past became the present in late October when Commission executives teamed with business leaders, elected officials, and history enthusiasts to unveil replica Lincoln Highway signs on the historic Calhoun Street Bridge that links Trenton, N.J. with Morrisville, PA.

The event took place on the 100th anniversary of date when the wrought-iron Calhoun Street Bridge was designated as the Delaware River crossing point for the ground-breaking 3,000-mile-plus coast-to-coast roadway. On October 31, 1914, a Trenton businessman named Horace E. Fine and other automobile enthusiasts marked a new route for the Lincoln Highway through Trenton, including the Calhoun Street Bridge for the first time. Previously -- during its first year of existence -- the roadway crossed the Delaware River via ferry between Camden and Philadelphia. At the time of its inclusion in the Lincoln Highway, the Calhoun Street Bridge was owned by a shareholder-owned company that operated it as a private, tolled crossing.

The Lincoln Highway signs were installed in recognition of the coast-to-coast roadway's cultural, economic and trail-blazing importance to the Delaware River region and the nation. The new signs replicate the red-white-and-blue Lincoln Highway signs that marked the way for long-distance "automobilists" in the 1920s. The porcelain enamel on steel signs are 10 inches by 20 inches, dimensions that pale in comparison to current-day road signs. Diminutive as they may be, the signs provide an enduring historical perspective by authenticating the experience of motorists who

traveled the Lincoln Highway during its roughly 14 years of existence in the early decades of the last century.

In unveiling the replica signage at the Calhoun Street Bridge, Commission officials also announced that Lincoln Highway signs will be installed at the Lower Trenton Bridge, the nearby steel truss crossing featuring the iconic "Trenton Makes The World Takes" slogan. The Lincoln Highway designation was moved to the Lower Trenton location in 1920. The bridge at that time was an iron structure that had been jointly purchased by the states of Pennsylvania and New Jersey and freed of tolls in July 1918. The former iron bridge was replaced by today's steel truss bridge in 1928.

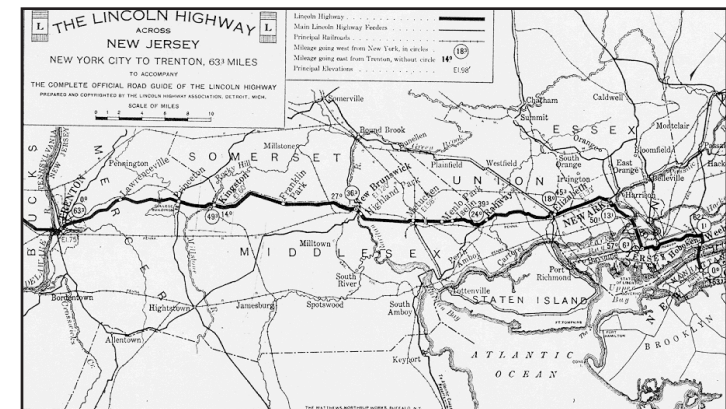
The Lincoln Highway designation apparently never returned to the Calhoun Street Bridge; the bridge did not move into public ownership as a non-tolled crossing until 1928. By that time, the Lincoln Highway had been carved up into a variety of numbered U.S. highways across the country.



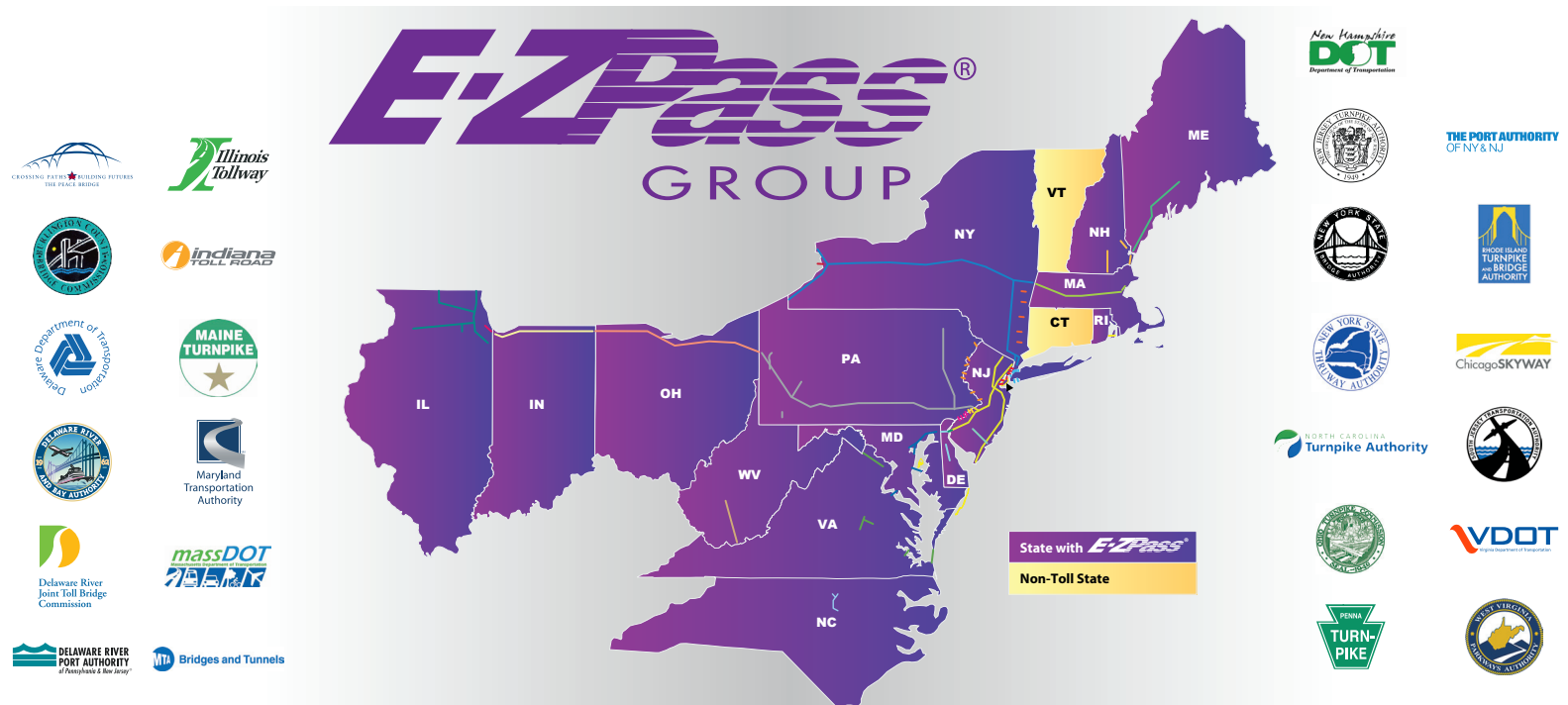
Background

The Lincoln Highway's inaugural route was designated by a loose-knit coalition of "automobilists" and business leaders in September 1913. The road consisted of an amalgamation of existing roads -- less than half of which were improved thoroughfares. The original Delaware River crossing for the "highway" was by ferry between Camden, N.J. and Philadelphia.

According to published reports, the original New Jersey-Pennsylvania route was changed in October 1914 because of poor road conditions between Trenton and Camden. A lack of interest in the fledgling highway on the part of Camden authorities and communities between Camden and Trenton also figured into a decision to redirect the Lincoln Highway across the Calhoun Street Bridge.



Commission Merges E-ZPass Operations into New Jersey System & Takes First Step toward Electronic Tolling Interoperability



In an efficiency move that should produce both short-term and long-term cost savings, the Commission merged its E-ZPass customer service and violation enforcement operations into the New Jersey Regional Customer Service Center in May.

The switch to a new E-ZPass service provider marked the end of a roughly six-month transition process of customer notifications, data transfers and new communication-network connections. The work went very smoothly with nary a hiccup despite the scope and complexity of tasks involved.

By joining forces with New Jersey's E-ZPass operation, the Commission hopes to realize economies of scale, improve issue-resolution capabilities, and better cash flow.

New Jersey E-ZPass member organizations include the New Jersey Turnpike Authority, South Jersey Transportation Authority, Delaware River Port Authority, the Burlington County Bridge Commission, and the Delaware River and Bay Authority. With the Commission's merger, the New Jersey group would handle every E-ZPass member agency in that state except for the Port Authority of New York & New Jersey, which is part of the New York E-ZPass Center.

The Commission estimated that it will save \$180,000 over the five-year term of its affiliation with the New Jersey Regional Customer Service Center, which contracts with Xerox State & Local Solutions, Inc. to establish and maintain customer accounts, handle violations and process transactions of toll customers who have accounts through the 25 toll agencies in 15 states that constitute the E-ZPass Group.

Previously, the Commission's E-ZPass customer service and violations processing operations were located in Richardson, Texas under a contract with Electronic Transaction Consultants Corporation (ETCC).

To facilitate the switch to a new service provider, the Commission approved a series of E-ZPass business rule changes in January. Two of the changes were considered to be significant: one affecting the fee structure for toll violators and the other liberalizing the eligibility threshold for the Commission's E-ZPass commuter discount program.

- Toll violation fee – Increased to a single \$30 fee for toll violations, most frequently involving motorists who go through an E-ZPass lane without a valid electronic toll tag (called a transponder). The new single-fee amount now applies for each toll violation occurrence, replacing the Commission's former two-tier structure -- \$25 applied on an initial toll violation notice with an additional \$10 (total \$35) applied on a second violation notice. The single-fee method is what other agencies use in the New Jersey system, although the fee amount varies

among the agencies. The application of toll violation fees helps protect law-abiding toll payers from subsidizing toll violators.

- Commuter discount – For years, the Commission has provided a 40-percent discount (60 cents instead of the base \$1 cash passenger vehicle) for commuters who use E-ZPass at Commission toll crossings. Under the rule change, eligibility for the commuter discount was switched to a minimum of 16 toll transactions at Commission facilities within a single month. Previously, the toll discount applied for a minimum of 20 Commission toll transactions within a respective 35-day billing period. Commuter discounts are applied automatically for Commission E-ZPass account holders.

Another E-ZPass development for the Commission in 2014 was the initiation of preparations for an eventual replacement of the agency's aging electronic toll collection system infrastructure. The impetus for advancing this work was the acceptance of a multi-protocol transponder reader by the E-ZPass Group – the consortium of E-ZPass-affiliated toll agencies in Midwestern and Northeastern states. This next-generation E-ZPass tag reader is expected to meet the national electronic-toll system interoperability mandate that Congress has set for implementation in 2016.

The goal of interoperability is to allow motorists – notably long-distance truckers – to use a single transponder to travel and pay tolls when travelling through different regions of the country. The multi-protocol

reader accepted by the E-ZPass Group would not only read E-ZPass transactions, but would have capacity to process a national electronic toll-processing protocol – if that protocol is not the one used by the E-ZPass Group.

The Commission's E-ZPass in-lane toll equipment dates to 2002 and has already exceeded its projected lifespan. As a result, the Commission is experiencing increased difficulty in finding replacement parts for its aging E-ZPass equipment.

Other E-ZPass agencies in the region – including the Delaware River and Bay Authority, and the Port Authority of New York and New Jersey – are taking steps to upgrade or replace their first-generation E-ZPass systems. The Commission joined this industry trend by kicking off work on a request for proposal (RFP) from firms that would design, build and maintain a next-generation E-ZPass in-lane system using the newly designated multi-protocol reader. The process of constructing the RFP, procuring the winning vendor, and completing the resulting design and build is currently expected to take about two years.

Exemplary Actions of Three Commission Employees Warrant Special Recognition

Three Commission employees received special commendation in 2014 for performing extraordinary life-saving and emergency-response actions during the normal course of their jobs.

- District III Assistant Foreman Matt Meeker – He came to the rescue of a morning-rush-hour motorist near the Milford-Montague Toll Bridge on January 6. Meeker was salting an approach roadway with a maintenance vehicle when he was approached by the motorist, who was frantically gesturing that he was choking. Meeker disembarked his vehicle and promptly administer the Heimlich maneuver on the motorist, dislodging a piece of food that had obstructed the man's airway.
- District II Toll Corporal Mark Shetayh – He suffered smoke inhalation while attempting to extinguish a fire and rescue a trapped motorists in the aftermath of a tractor-trailer accident at the I-78 Toll Plaza on the morning of January 13. Shetayh was attending to his normal course of administrative duties when an 18-wheel rig crashed into a passenger vehicle in one of the toll lanes. Shetayh, who was working in the nearby administration building, quickly grabbed a fire extinguisher and proceeded outside where the two vehicles had become fully engulfed in flames. With little thought to his own safety, Shetayh discharged the extinguisher while

desperately looking for some way to extricate the passenger vehicle's driver. Shetayh fought the fuel-fed flames until his continuous inhalation of the acrid smoke forced him back to the toll plaza. Shetayh ultimately was taken by ambulance to an area hospital for treatment of smoke-inhalation injuries and later released.

- District II Bridge Officer Thomas Mugavero – He thwarted an apparent suicide attempt while working at the Northampton Street Toll-Supported Bridge on October 7. Noting a passing pedestrian's unusual behavior, Mugavero raced onto the bridge's walkway as the individual mounted the walkway railing over the river. Mugavero lunged at the individual at mid-span, firmly grasping his lower torso and pulling him safely onto the walkway.

Commissioners bestowed framed proclamations to all three men, recognizing their heroic efforts. The timely and professional emergency-response actions underscored why the Commission's Department of Security, Safety and Training teaches operations personnel about handling incidents like fires and suicides and administering first-aid and life-saving techniques.



Left to right: Executive Director Joseph J. Resta, District III Superintendent Jeanne P. Clark, District III Assistant Foreman Matt Meeker, Commission Chairman David R. DeGerolamo.



Left to right: Executive Director Joseph J. Resta, Commission Chairman David R. DeGerolamo, District II Toll Cpl. Mark Shetayh, District II Assistant Superintendent Harry Brown, Commission Vice-Chairman Gaetan J. Alfano, Esq.

Longest Serving Bridge Commissioner William J. Hodas Honored for Record Tenure of Service



Testimonials, heartfelt remembrances, laughter and tears were in abundant supply as the Commission used the occasion of its December meeting to honor retiring Commissioner William J. Hodas for his 17-1/2 years of volunteer oversight at the agency.

Of the 154 individuals appointed to guide Commission policy since its creation in December 1934, none has served longer than Hodas. A life-long Sussex County resident, Hodas was first appointed as a Commissioner during the administration of former New Jersey Governor Brendan Byrne. He took his post in May 1976, serving two three-year terms that ended in April 1982. He returned to the Commission in July 2003, was subsequently reappointed to two additional terms in 2005 and 2009, and has continued to serve to this day.

During his years on the Commission, Hodas served terms as Chairman, Vice-Chairman, and Secretary Treasurer. His tenure spanned the administrations of five different duly-elected New Jersey governors, Republican and Democrat.

Hodas' fellow Commissioners feted his record of public service with a ceremony that included former Commissioners, elected officials, former executives and employees. He received a framed resolution expressing profound appreciation for his judgment, understanding, and decisions on behalf of the public's interest.

"His pleasant personality, great friendliness and professionalism endeared him to his colleagues and gained the high affection and respect of all those he

met in Commission affairs," the resolution stated. "His outstanding characteristics of integrity and devotion to public service, coupled with his professional abilities and collegial demeanor, were admirable assets to the Commission."

Assemblywoman Alison Littell McHose (R-Sussex) presented Hodas with a framed joint Senate and Assembly proclamation on behalf of the 24th Legislative District delegation, which also includes Senator Steven V. Oroho and Assemblyman Parker Space. The proclamation acknowledged Hodas for volunteering his time and energy in a manner that "exemplified the true meaning of selfless public service."

McHose's mother, former New Jersey Republican Chairwoman Virginia "Ginny" Littell, also attended and commented on how Hodas worked in a constructive bipartisan fashion with her husband – the well-respected late state Senator Robert Littell – when they served as members of the Franklin Borough Council in the 1960s. Hodas, a Democrat, served as Franklin's mayor for 20 years and is in the New Jersey League of Municipalities' Elected Officials Hall of Fame.

Commission Chairman David DeGerolamo of Phillipsburg, N.J. commended Hodas for providing years of guidance and counsel that enabled the Commission to reach consensus on multiple issues.

"More than anything, Bill taught me how to take politics out of the Commission and how to build consensus between the two states," said DeGerolamo, who

Achievements & Initiatives Marked Hodas Tenure

presented Hodas with framed copies of his swearing-in resolutions from 1976 and 2003. “Commissioner Hodas taught me that the true worth of an individual isn’t how much money he or she earns, but how many lives that individual has touched.”

Vice Chairman Gaetan J. Alfano of Pennsylvania praised Hodas for being the quintessential public servant. “Everything he accomplished he accomplished with grace, with professionalism and with wisdom,” said Alfano. “He set a high bar for public service and a high bar for all of us in how we conduct ourselves in our lives.”

In a display of admiration for Hodas, the ceremony included dozens of individuals who served on the Commission or who worked for the agency during Hodas’ tenure. Former New Jersey Commissioners included Leonard Miller, a former professional race car driver who became the first African-American to serve on the Commission’s board of directors in 1976; former chairman Phil Mugavero; Gloria Decker of Warren County; James McManimon of Mercer County; and Ed Smith of Warren County. Former Pennsylvania Commissioners in attendance included Robin Wiessmann of Bucks County, who later went on to serve as state Treasurer of Pennsylvania; John Prevoznik of Monroe County; and Alan Fowler of Northampton County.

Retired Commission personnel who returned to extend their best wishes included former Executive Director Frank G. McCartney, former Deputy Executive

Director Frank J. Tolotta, and former Chief Engineer George Alexandridis.

The Commission also arranged a surprise guest for the event – Hodas’ wife, Gail.

In his hallmark soft-spoken manner, Hodas thanked all of the attendees and singled out Senators Littell and Oroho for their support over the years.

“I don’t want to go over all of the accomplishments we have seen in 17 years, but there have been many,” said Hodas. “As I have always said, Commissioners are like ships in the night; they come and they go. The Commissioners set the policies, but it is the employees who make it work. Thank you all for coming to honor me. I am overwhelmed.”

In a show of respect, Hodas received a crystal award citing his tenure of service and given the honor of gaveling a Commission meeting to a close one final time.

Hodas, a Navy veteran who served during World War II, is a retired Vice President of Administration for the Selective Insurance Company. He has held a funeral director’s license since 1950. He is a Trustee and Finance Council member for the Immaculate Conception Church and a Community Advisory Board member at St. Clare’s Hospital. He also is a former chairman of the Franklin Borough Economic Development Committee.

- Completion New Hope-Lambertville Toll Bridge’s New Jersey approach
- Approach roadway slab replacement at the Milford-Montague Toll Bridge
- New bridge deck drainage system at the Delaware Water Gap Toll Bridge
- Replacement of the Milford-Montague Toll Bridge’s road deck
- Installation of steel anti-skid system at Riverton-Belvidere Bridge
- Trenton-Morrisville Toll Bridge Rehabilitation and Widening
- Lower Trenton Bridge repainting and new “Trenton Makes The World Takes” sign
- New Hope-Lambertville Toll Supported Bridge Rehabilitation
- Rehabilitation of New Jersey approach roadway to the I-78 Toll Bridge
- Milford-Montague Toll Bridge Rehabilitation
- Riverton-Belvidere Toll-Supported Bridge Rehabilitation

- Centre Bridge-Stockton Toll-Supported Bridge Rehabilitation
- Establishment of Compact Authorized Investment municipal grant program
- Establishment of security agreements with State Police in Pennsylvania and New Jersey
- Launch of E-ZPass electronic toll service
- Implementation of Express E-ZPass at I-80 and I-78 toll bridges
- Response to major river floods in 2004, 2005, 2006
- Establishment of Electronic Surveillance/ Detection System
- Implementation of uniform procurement processes
- Environmental assessment process for a Scudder Falls Replacement Bridge
- Installation of satellite-technology river gauges at select bridges
- Elimination of out-dated commuter tokens
- Expansion and modernization of the New Hope Administration Building
- Calhoun Street Bridge Rehabilitation
- Removal of traffic-control arms (gates) at Commission toll plazas
- Riegelsville Toll-Supported Bridge Rehabilitation
- Washington Crossing Toll-Supported Bridge Near-Term Improvements
- Upper Black Eddy-Milford Toll-Supported Bridge Rehabilitation
- New Hope-Lambertville Toll Bridge Improvements
- Comprehensive Scour Remediation/Sub-structure Repair Project
- Delaware Water Gap Toll Bridge Rehabilitation
- Delaware Water Gap Toll Bridge garage expansion
- Rehabilitation of I-78 Toll Bridge's Pennsylvania approach roadway
- Easton-Phillipsburg Toll Bridge Rehabilitation Project
- Lumberville-Raven Rock Toll-Supported Pedestrian Bridge Rehabilitation
- Rehabilitation of New Hope Toll Bridge's approach roadways, bridges, and ramps
- Establishment of multiple-public-hearings toll adjustment policy





(Left to right): Joseph M. Uliana, Daniel H. Grace, Jack Muehlhan, Gaetan J. Alfano, Esq, William J. Hodas, Yuki Moore Laurenti, David R. DeGerolamo, Garrett L. Van Vliet, Geoffrey S. Stanley

Commissioners

A board of 10 commissioners—five from each state—governs the Commission. The New Jersey members are nominated by the Governor and confirmed by the state senate for three-year terms; the Pennsylvania members are appointed by the Governor and serve at his pleasure. The Commissioners are not compensated for their service.

New Jersey

David R. DeGerolamo, Chairman
William J. Hodas
Yuki Moore Laurenti
Geoffrey S. Stanley
Garrett L. Van Vliet

Pennsylvania

Gaetan J. Alfano, Vice Chairman
Daniel H. Grace
Jack Muehlhan
Joseph M. Uliana



Staff

Joseph J. Resta

Executive Director

Sean M. Hill

Deputy Executive Director of Operations

Roy W. Little, P.E.

Chief Engineer

Sean P. McNeeley

Chief Financial Officer

Arnold J. Conoline, Jr.

Chief Administrative Officer

Joseph F. Donnelly

Deputy Executive Director of Communications

Stephen T. Cathcart

Comptroller

Richard McClellan

Director of Community Affairs

Julio A. Guridy

Director of Contract Compliance

Matthew M. Hartigan

Director of Electronic Security and Surveillance

Yvonne Kushner

Director of E-Z Pass

Joanna Cruz

Director of Human Resources

Mary Jane Hansen

Director of Information Technology

Lendell Jones

Director of Plants and Facilities

David K. Burd

Director of Purchasing

James P. Stettner

Director of Security Safety and Training

LeVar Talley

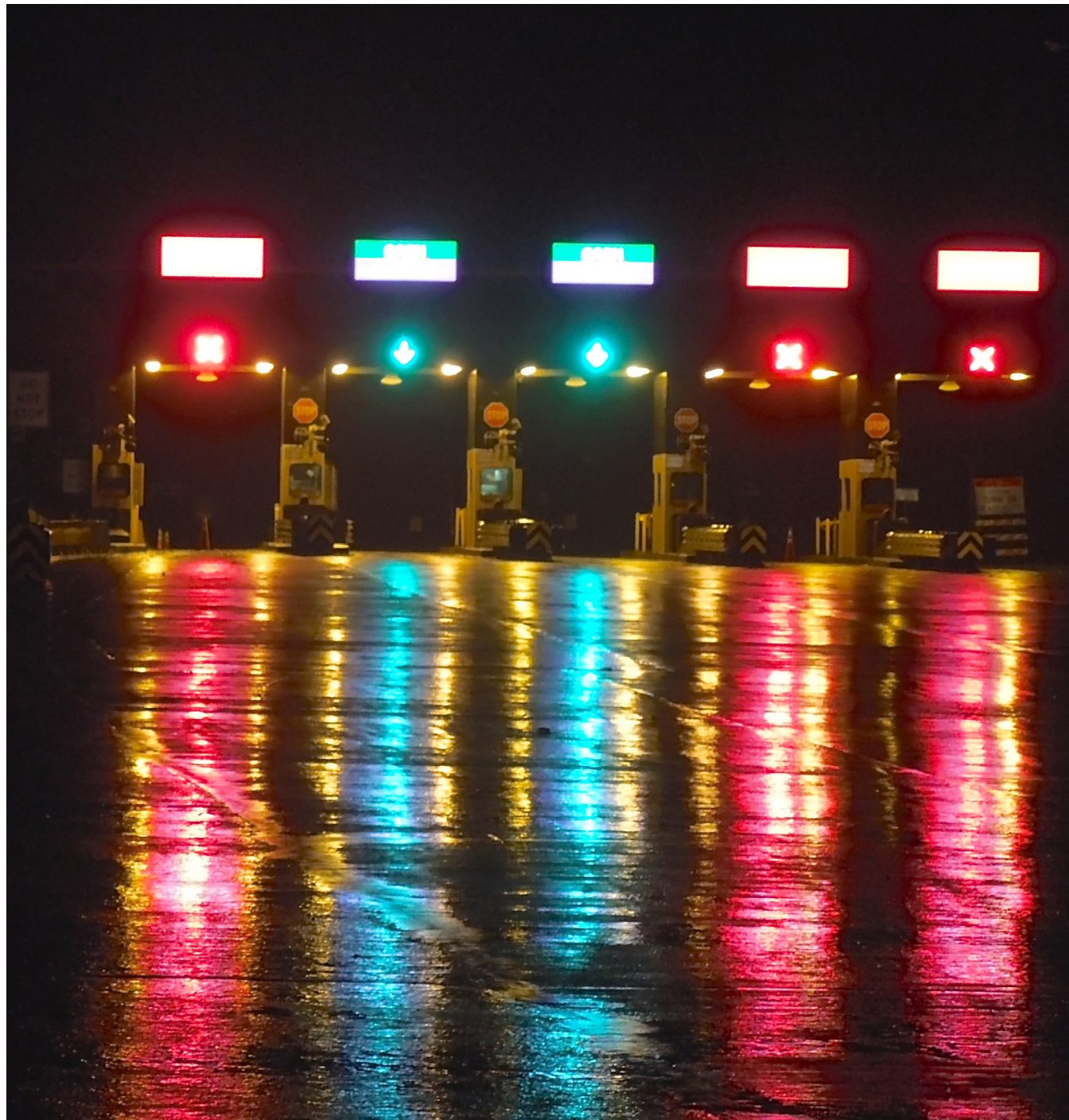
District 1 Superintendent

James Shelly

District 2 Superintendent

Jeanne P. Clark

District 3 Superintendent



TRAFFIC COUNTS

Annual Average Daily Traffic*

Toll Bridges	2009	2010	2011	2012	2013	2014
Trenton-Morrisville Route 1	50,700	54,300	53,500	51,700	55,400	55,300
New Hope-Lambertville Route 202	11,800	10,400	10,200	10,200	10,600	12,000
Interstate 78	56,700	58,700	60,100	61,900	62,300	64,400
Easton-Phillipsburg Route 22	38,300	38,100	36,400	34,500	33,600	30,600
Portland-Columbia	7,400	7,800	7,700	7,300	6,900	7,100
Delaware Water Gap Interstate 80	53,900	55,400	51,800	49,900	50,500	50,300
Milford-Montague	7,700	6,500	6,200	6,000	6,200	6,200
Total - Toll Bridges	226,500	231,200	225,900	221,500	225,500	225,900

Annual Average Daily Traffic*

Toll-Supported Bridges	2009	2010	2011	2012	2013	2014
Lower Trenton	18,100	20,100	16,300	16,000	16,100	15,700
Calhoun Street	18,400	10,600	16,200	16,700	16,900	16,900
Scudder Falls Interstate 95	57,100	58,200	57,600	58,800	58,200	58,400
Washington Crossing	6,900	5,800	7,100	7,100	7,500	7,400
New Hope-Lambertville	13,400	14,300	14,400	14,300	14,100	13,800
Centre Bridge-Stockton	4,600	4,800	4,500	4,800	4,800	4,700
Uhlerstown-Frenchtown	3,900	4,100	4,600	4,100	4,100	4,000
Upper Black Eddy-Milford	3,700	3,700	2,200	3,500	3,400	3,700
Riegelsville	3,200	3,100	3,300	3,300	3,300	3,200
Northampton Street	21,600	21,000	19,900	20,200	20,900	20,600
Riverton-Belvidere	4,800	4,800	4,300	4,300	4,500	4,400
Total - Toll Supported Bridges	155,700	150,500	150,400	153,100	153,800	152,800

Total Commission-Wide Annual Average Daily Traffic	382,200	381,700	376,300	374,600	379,300	378,700
Total Commission-Wide Yearly Traffic	139.5M	139.3M	137.4M	137.1M	138.4M	138.2M

* Incidences where there are lower traffic counts may be a result of construction, bridge closures, or data-collection issues. Data reflects traffic in both directions.



Upper Black Eddy-Milford Toll-Supported Bridge

Statements of Net Position

ASSETS

Dec. 31, 2014 Dec. 31, 2013

Current Assets

Unrestricted Assets:

Cash and Cash Equivalents	\$34,672,888	\$27,490,172
E-ZPass and Violations Receivable, (net of allowance for uncollectible)	6,322,768	9,967,113
Other Receivables	307,748	333,183
Fiduciary Fund Receivable	1,859,406	1,437,108
Prepaid Expenses	<u>703,085</u>	<u>633,799</u>
Total Unrestricted Assets	43,865,895	39,861,375

Restricted Assets:

Cash and Cash Equivalents	13,132,952	7,933,861
Investment Income Receivable	<u>255,937</u>	<u>274,327</u>
Total Restricted Assets	<u>13,388,889</u>	<u>8,208,188</u>
Total Current Assets	57,254,784	48,069,563

Non-Current Assets

Unrestricted Assets:

Investments	162,908,645	146,542,592
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Restricted Assets:

Investments	18,432,156	42,467,436
Prepaid Bond Insurance	<u>1,179,062</u>	<u>1,265,656</u>
Total Restricted Assets	19,611,218	43,733,092
Net Other Post-Employment Benefits	12,898,496	11,950,794

Capital Assets:

Completed (Net of Accumulated Depreciation)	499,856,098	489,286,581
Improvements in Progress	<u>26,835,619</u>	<u>38,279,465</u>
Total Capital Assets	<u>526,691,717</u>	<u>527,566,046</u>
Total Non-Current Assets	<u>722,110,076</u>	<u>729,792,524</u>
Total Assets	\$779,364,860	\$777,862,087

DEFERRED OUTFLOW OF RESOURCES

Dec. 31, 2014 Dec. 31, 2013

Accumulated Decrease in Fair
Value Hedging Derivatives

\$26,098,050 \$17,698,194

Deferred Loss on Refunding of Debt

5,164,912 5,777,862

Total Deferred Outflow of Resources

31,262,962 23,476,056

LIABILITIES

Current Liabilities Payable from Unrestricted Assets

Accounts Payable and Accrued Expenses	5,410,958	7,799,516
E-ZPass Customer Liability	80,010	4,271,130
Compensated absences - current portion	121,508	122,396
Retainage Payable	<u>638,864</u>	<u>2,217,875</u>
Total Current Liabilities from Unrestricted Assets	6,251,340	14,410,917

Current Liabilities Payable from Restricted Assets

Accrued Interest Payable on Bonds	4,708,662	4,932,933
Bridge System Revenue Bonds Payable - current portion	14,975,000	14,160,000
Premium payment payable - Derivative Companion Instrument	<u>34,346</u>	<u>34,496</u>
Total Current Liabilities Payable from Restricted Assets	19,718,008	19,127,429

Non-Current Liabilities Payable from Restricted Assets

Compensated Absences Payable	1,903,621	1,917,542
Bridge System Revenue Bonds Payable - non current portion	324,209,585	340,680,327
Premium Payment Payable - Derivative Companion Instrument	387,193	421,389
Derivative Instrument - Interest Rate Swaps	<u>26,098,050</u>	<u>17,689,194</u>
Total Non-Current Liabilities	<u>352,598,449</u>	<u>360,708,452</u>
Total Liabilities	378,567,797	394,246,798

NET POSITION

Invested in Capital Assets	230,181,341	233,955,581
Restricted	15,590,283	17,576,072
Unrestricted	<u>186,288,401</u>	<u>155,550,692</u>
Total Net Position	\$432,060,025	\$407,082,345

Mission Statement

The Delaware River Joint Toll Bridge Commission provides safe, dependable and efficient river crossings between Pennsylvania and New Jersey. Stretching 140 miles from the Philadelphia/Bucks County, Pa. boundary northward to the New Jersey/New York state line, the Commission's jurisdiction encompasses a diverse geographic region featuring bustling cities, quaint river villages, and scenic portions of the Delaware River where nature's beauty abounds.

Committed to improving the quality of life for area residents, the Commission strives to create a synergy of economic vitality, environmental stewardship, historic preservation, customer service and fiscal accountability.

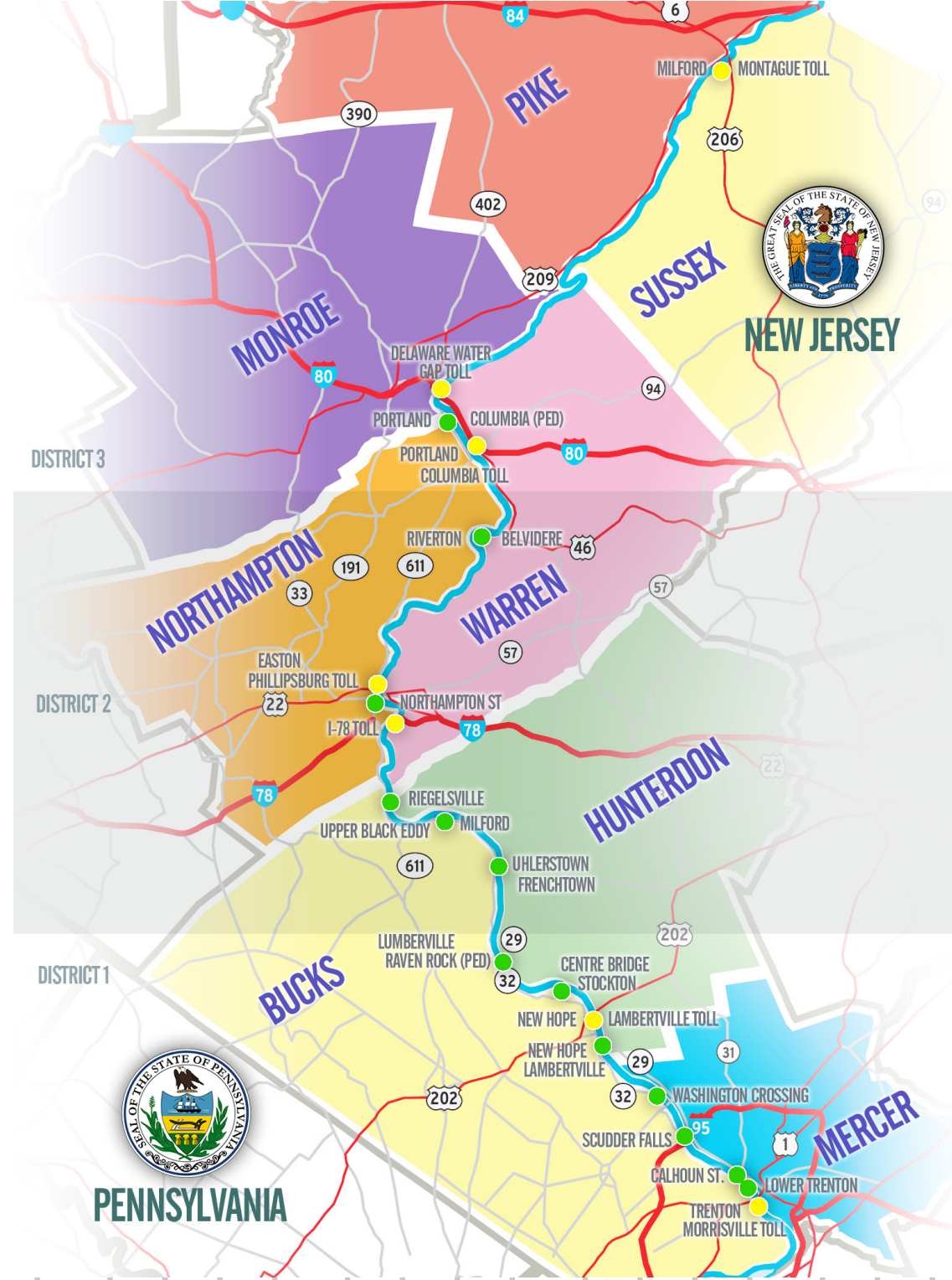
About the Commission

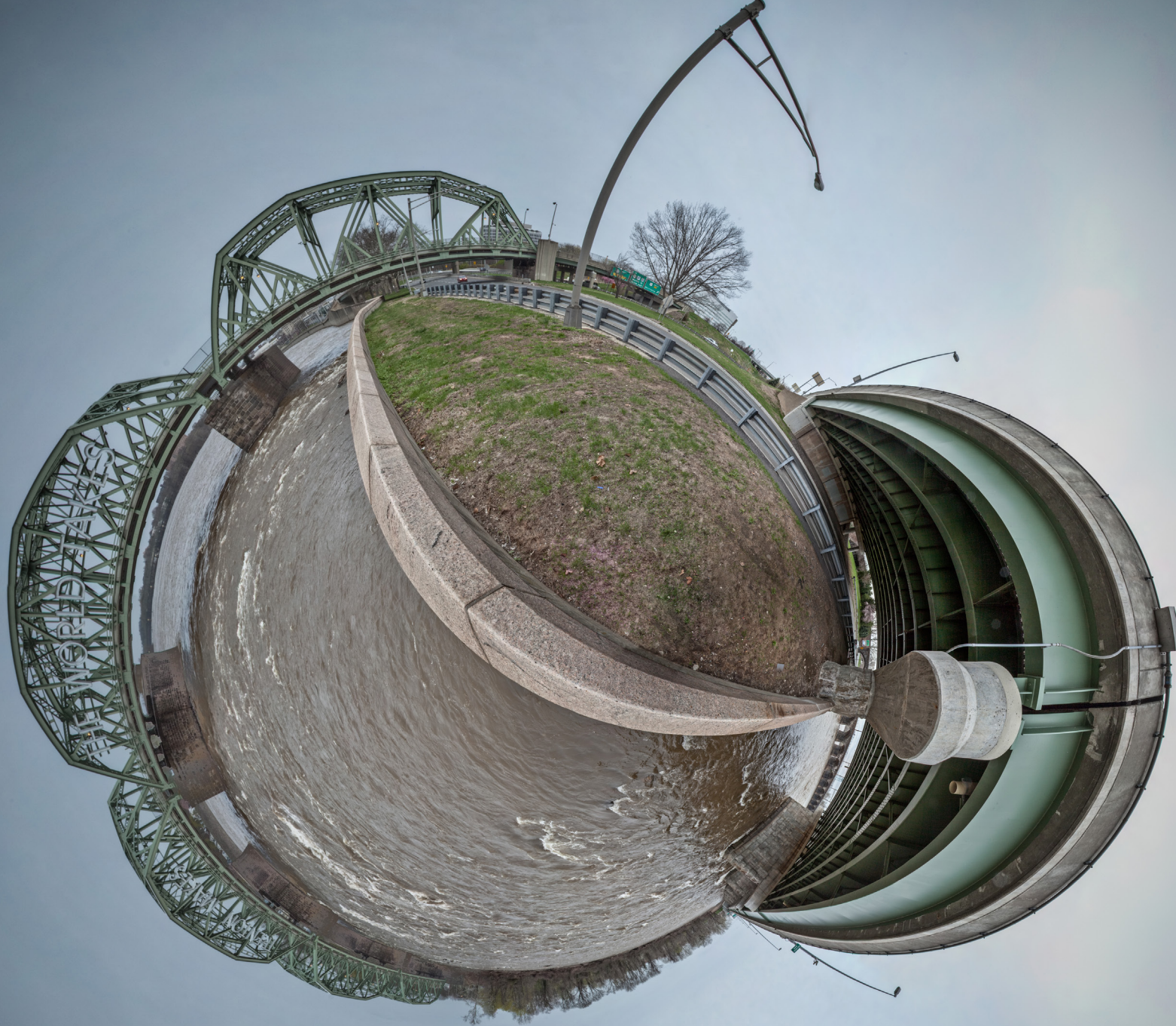
The Delaware River Joint Toll Bridge Commission is a bistate agency that owns and operates seven toll bridges and 13 toll-supported bridges—two of which are pedestrian-only crossing. The agency's service area comprises four counties and a portion of a fifth in New Jersey, and four counties in Pennsylvania. The region has a population of more than 2 million people.

Funding for the operation, upkeep and maintenance of the Commission's bridges and related facilities is derived solely from revenues collected at the agency's seven toll bridges. The agency does not receive federal or state tax subsidies.

Established in 1934, the Commission's bridges carried an average of 374,600 vehicles per day in 2012. The agency has 350 full-time employees. Operating revenue earned in 2012 was \$117,352,596. The Commission's 2012 operating budget was \$47.37 million.

The Commission is one of the nation's oldest tolling agencies. It is the successor to the former Joint Commission for the Acquisition of Various Bridges over the Delaware River between the Commonwealth of Pennsylvania and the State of New Jersey.





Trenton Bridges



Delaware River
Joint Toll Bridge
Commission



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