

TOLL-SUPPORTED BRIDGES

Lower Trenton
Calhoun Street
Scudder Falls
Washington Crossing
New Hope – Lambertville
Centre Bridge – Stockton
Lumberville – Raven Rock
Uhlerstown – Frenchtown
Upper Black Eddy – Milford
Riegelsville
Northampton Street
Riverton – Belvidere
Portland – Columbia



2015 TOLL BRIDGE ANNUAL INSPECTION REPORT

February 2016



TOLL BRIDGES

Trenton – Morrisville
New Hope – Lambertville
Interstate 78
Easton – Phillipsburg
Portland – Columbia
Delaware Water Gap
Milford – Montague

Prepared By



February 5, 2016

Mr. Joseph Resta
Executive Director
Delaware River Joint Toll Bridge Commission
2492 River Road
New Hope, PA 18938-9519

Re: General Engineering Consultant
2015 – 2016 Annual Inspections
DRJTBC Contract No. C-684A
2015 Toll Bridge Annual Inspection Report

Dear Mr. Resta:

It is with great pleasure that we are submitting the Consulting Engineer's 2015 Toll Bridge Annual Inspection Report for the Commission's following facilities:

- A. The seven (7) Toll Bridges (9 structures)
- B. The thirteen (13) Toll-Supported (Non-Toll) Bridges
- C. Various roadways and thirty-four (34) approach bridges serving the main river crossings
- D. The Commission's Buildings and Grounds
- E. The Commission's Vehicles and Equipment

The 2015 Toll Bridge Annual Inspection Report summarizes our findings based on the 2015 Inspection of the Toll Bridges. An update of the 2014 inspection of the Toll-Supported Bridge Facilities was completed to indicate any material changes in the conclusion and recommendation report sections. All Facilities are in operating condition. There are no bridges listed as Structurally Deficient and there are 26 structures noted as Functionally Obsolete.

The 2015 Annual Maintenance Report, which defines activities to be undertaken by the Commission's Maintenance staff, is published separately.

The report identifies ongoing and planned capital projects and their estimated costs for 2016 and 2017. The estimated expenditure for capital projects in 2016 is **\$63,910,851**. In addition, an estimated expenditure of **\$2,794,325** has been included in the capital plan for new vehicle and equipment purchases in 2016. Therefore, the total amount of ongoing capital projects and vehicle and equipment expenditures in 2016 is estimated to be **\$66,705,176**. The estimated expenditure for ongoing capital projects and vehicle and equipment expenditures for 2017 is **\$91,861,599**.

Please Reply To:

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I, Jeffrey W. Munzing, PE, do hereby certify, to the best of my knowledge, information, and belief that the information contained in the accompanying inspection report has been prepared in accordance with accepted engineering practice. The inspection and report conform to applicable requirements, criteria, guidelines and standards as stated in the "Bridge Inspectors Reference Manual", FHWA NHI-02-001 – 2002, "Inspection of Fracture Critical Bridge Members" – 1986, as published by FHWA, and the AASHTO "Manual for Condition Evaluation of Bridges" – 1994, including all interims and is true and correct at the time of the inspection. This report has been reviewed using appropriate Quality Assurance guidelines in accordance with generally accepted engineering practice.

It has been a pleasure to serve the Commission. Please contact us if you require any further information.

Very truly yours,

CHERRY, WEBER & ASSOCIATES, P.C.

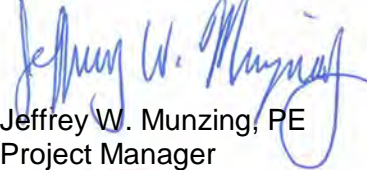

Jeffrey W. Munzing, PE
Project Manager



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TOLL-SUPPORTED BRIDGES

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DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

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HONORABLE GEOFFREY S. STANLEY

HONORABLE GARRETT LEONARD VAN VLIET

VACANT

HONORABLE YUKI MOORE LAURENTI
Secretary-Treasurer

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Freehold, New Jersey

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Philadelphia, Pennsylvania

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CHIESA SHAHINIAN & GIANTOMASI
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AUDITORS

ZELENKOWSKIE AXELROD, LLC
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FINANCIAL ADVISOR

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Jersey City, New Jersey

COMMUNICATIONS CONSULTANT

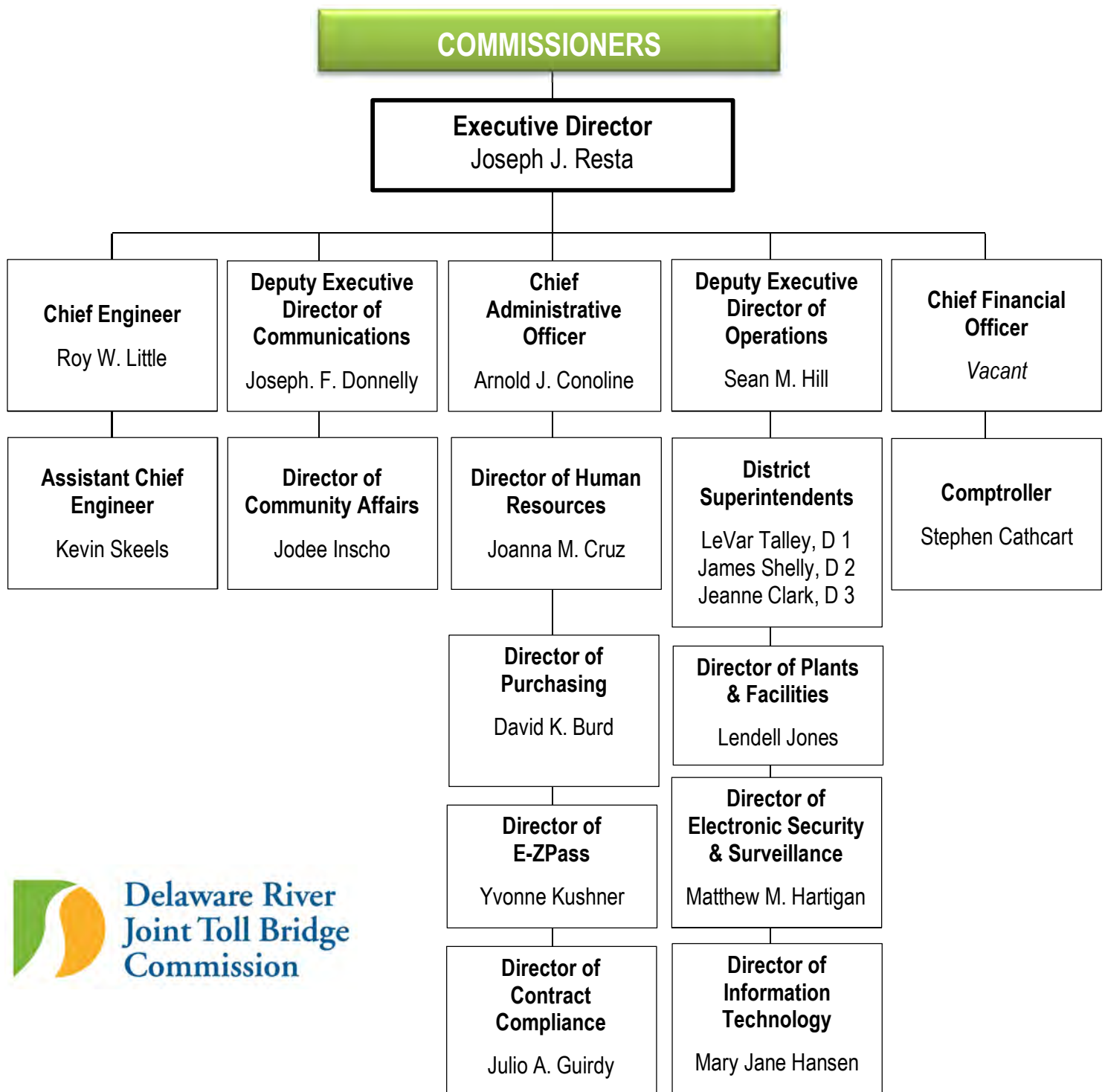
BRABENDER COX
Pittsburgh, Pennsylvania

INVESTMENT ADVISOR

PFM BANK
Pennsylvania

COMMISSION STAFF

Delaware River Joint Toll Bridge Commission Organization Chart



INTRODUCTION

In accordance with Federal Highway Administration (FHWA) regulations, all bridges must be inspected at least once every two (2) years, more often if warranted, due to condition. Under Section 705 of the Commission's Bridge System Revenue Bonds, Series 2007, all bridges and toll facilities are to be inspected once every two (2) years. The Commission will inspect its Toll-Supported Bridges in even years (2014, 2016, etc.) and the Toll Bridges in odd years (2015, 2017, etc.). All load-posted bridges will receive special interim inspections in the year they do not receive their regular biennial inspection in accordance with PennDOT requirements. The associated facilities and grounds are inspected with each respective bridge.

This 2015 Toll Bridge Annual Inspection Report of bridges and facilities owned and operated by the Delaware River Joint Toll Bridge Commission contains the findings of the 2015 inspections of the Toll Bridges. This year's inspections consisted of seven (7) Toll Bridges and any accompanying facilities and approach structures. In addition to the bridge inspections, an inspection of the Toll Bridge Administration and Maintenance buildings was conducted, including all approach roadways and ramps, as well as a sign reflectivity assessment of all signs at the Toll Bridge facilities and Scudder Falls, under the jurisdiction of the Commission. The conclusions and recommendations concerning the Toll-Supported Bridges are based on the 2014 inspections. Any updates to the 2014 conclusions or recommendations for the Toll-Supported Bridges are indicated by text that is ***bold and italicized***. The inspection findings shown for the Toll-Supported Bridges are for informational purposes.

Commission District foremen and maintenance personnel provided our inspection crew with support services and access equipment necessary for performing the inspections. Several maintenance personnel also assisted in providing a valuable "walk through" of the bridges prior to beginning the inspections, highlighting the major areas of concern and any previous work done on the structure.

The equipment used to access the majority of the bridges (underdeck) consisted of ladders, Commission-owned lift trucks and an under-bridge unit (Bridgemaster).

The following report highlights the significant findings observed during the inspections, including recommended measures of repairing or improving noted deficiencies, either by Commission maintenance forces or by a future contract. This report, however, does not discuss routine preventative maintenance items regularly performed by maintenance forces. Any maintenance type deficiencies which have been identified during the annual inspection can be found in the *2015 Annual Maintenance Report*, published under a separate cover, which has been prepared to expedite communication of repair work to the maintenance staff. In general these maintenance tasks include, but are not limited to, the following:

- Removal of accumulated debris from the deck, deck joints, inlets, catch basins, and drainage pipes
- Annual cleaning of structures (bridge flushing)
- Monitoring and repair of lighting and electrical work
- Removal of vegetation from substructures
- Removal of graffiti from bridges and retaining walls
- Patching concrete spalls and asphalt potholes
- Sealing roadway and bridge deck cracks
- Localized cleaning and painting of rusted steel/bearings

- Deck joint rehabilitation
- Guide rail repairs
- Miscellaneous steel repairs

A consistent numbering system was used to identify the bridge spans. Span numbering generally begins at the westernmost location of the bridge and increases to the east. However, a specific numbering system was not utilized for the individual structural members. The locations for individual members (stringers, floorbeams, etc.) are referenced by their relationship to known fixed points, such as bridge fascias and piers.

The following capital improvement projects were completed since the inception of the Capital Improvement Program in 2001. Among these projects are the following:

COMPLETED PROJECTS (2001-2015)		
CONTRACT NO.	PROJECT	PROGRAM COST
380	T-M TB Rehab + One Aux. NB Lane	\$99,433,230
424	I-78 Roadway Rehabilitation (NJ)	\$49,255,578
CAI2	Compact Authorized Investments	\$33,260,827
437	E-P TB Rehabilitation	\$30,470,013
396	Electronic Surveillance/Detection System	\$21,083,025
430	M-M Toll Bridge Rehabilitation	\$18,507,283
379	E-ZPass Implementation	\$18,023,146
472	Delaware Water Gap Toll Bridge Rehabilitation	\$17,582,749
506	I-78 Toll Bridge PA Approach Paving Improvements	\$16,493,274
393	Prelim. Engineering & Environmental Doc. for the Scudder Falls (I-95) Improvements	\$13,126,249
447	CS TSB Rehabilitation	\$10,866,358
444	Upper Black Eddy - Milford TSB Rehabilitation	\$9,957,164
476	District 1, 2 & 3 Substructure & Scour Remediation	\$9,736,650
429	CB-S Rehabilitation	\$9,730,805
370A	NH-L TB Plaza & Bridge Rehab	\$9,671,373
371	R-B TSB Rehabilitation Contract (Design / Construction)	\$9,258,179
573	2011 - 2012 Substructure Repair & Scour Remediation	\$8,830,549
427B	I-78 Open Road Tolling (ORT) Lanes	\$8,640,584
445	RGL Rehabilitation	\$7,909,813
370B	NHLTSB Rehabilitation Contract (Design, Construction, CM/CI)*	\$7,700,991
365	Northampton Street Bridge Rehabilitation	\$7,364,066
543	NH-L TB PA & NJ Approach Roadways Repaving & NJ Route 29 Overpass Bearing Seat & Bridge Painting	\$7,200,146
440B	Phase 1 - DWG Toll Bridge ORT Implementation	\$6,239,749
363	Uhlerstown-Frenchtown Rehabilitation	\$5,779,187
397	NH-L Addition & Renovations	\$5,767,617
COMPPROJ	40 Completed Projects under \$250,000	\$5,593,327
427C	E-ZPass In-Lane System Integration DBM (CAPITAL COSTS ONLY)	\$5,534,768
369	Power Upgrades - all facilities+Struct Wiring+Telephone	\$4,760,754
398	Cleaning & Painting of the LT TSB & Sign Replacement	\$4,567,205
639LT	Lower Trenton TSB Approach Roadways Improvements	\$3,794,829
443	L-RR TSB Rehabilitation & Retaining Wall Reconstruction	\$3,574,538
474	DWG Maintenance Garage Improvements	\$3,298,061

COMPLETED PROJECTS (2001-2015)		
CONTRACT NO.	PROJECT	PROGRAM COST
442A	Phase 1 Rehabilitation & Concept Study for the Washington Crossing TSB	\$3,293,657
498	NH-L TB - Floorbeam Bracket Improvements	\$3,022,595
436	E-P TB Sign Struct Replacements, Repair & Signage Upgrades	\$2,725,971
639	Trenton-Morrisville TB Approach Roadways Improvements	\$2,706,992
441	P-C TB Facility Improvements	\$2,055,181
CA11	Compact Authorized Investment Consultants	\$1,918,550
420	E-P Sidewalk Replacement	\$1,705,247
563	I-78 Roadway Median Improvements - New Jersey	\$1,468,315
393C	Scudder Falls TSB Deck Joint Replacement	\$1,446,418
677	Scudder Falls Bridge Interim Deck Repairs	\$1,212,543
528	Financial Management System	\$1,207,991
624	DWG River Road Improvements	\$1,013,113
427D	E-ZPass Customer Service Center / Violation Processing Center (CSC/VPC) DBOM (CAPITAL COSTS ONLY)	\$988,580
421	High Priority Structural Steel Repairs at the SFTSB	\$968,625
410	I-78 Expansion Dam Replacement	\$867,788
505	R-B Water Street Improvements	\$862,095
389	Emergency and Priority Repair Contract (all Bridges) -T/TS 389	\$749,233
435	NH-L Terne Roof Replacement	\$685,101
395A	Northerly Corridor Congestion Mitigation Study	\$647,376
432	M-M Upgrade Water Supply	\$647,143
584	Customer Service Center / Violations Processing Center	\$631,880
465	E-P Replace Roof System on Admin Bldg and Garage	\$599,782
492	I-80 NJ Repaving (NJDOT)	\$581,442
391	RGL End Floorbeam Bearings (Task Order)	\$565,563
368	Southerly Crossing Corridor Study	\$544,643
373	E-P Pavement of Bridge Approaches (PennDOT)	\$517,090
562	I-78 Roadway Median Improvements - Pennsylvania	\$492,664
392	I-78 Salt Storage Bin	\$485,681
366	Substructure & Scour Remediation Contract - (Total)	\$482,299
390	CS Interim Repair Contract (Structural Steel Repairs)	\$445,913
500	TM Elevator Upgrade	\$436,706
428	WX Deck joint replacement/ rehabilitation @ Pier 1,2,4 & 5	\$407,885
440A	Phase 1 DWG Toll Bridge ORT Study	\$405,011
524	IT Network Systems & Telephone Upgrades	\$377,820
389	Emergency and Priority Repair Contract (all Bridges) -I-80/NHTSB	\$367,116
388	P-C TS Ped Bridge - Handicap Accessible Ramp	\$305,656
439	District 3 Roof Replacement - DWG	\$297,021
388A	P-C TSB Deck Repairs and Drainage Modifications	\$290,998
554	NH-L TB Electrical Improvements	\$290,466
439	District 3 Roof Replacement - P-C	\$265,756
597	I-78 Rock Slide Mitigation	\$264,213
585	Cartegraph Upgrades (IT Dept.)	\$257,668
	Total Completed Projects (2001-2015)	\$512,517,872

The capital improvement projects shown below are underway and are either being developed, studied, designed, or constructed:

PROJECTS UNDERWAY		
CONTRACT NO.	PROJECT	PROGRAM COST
660	I-95/Scudder Falls Replacement	\$369,195,585
540	ETC System Wide Replacement & E-ZPass Next Generation Technology	\$17,093,799
519	TM Admin Building Improvements	\$16,387,197
644	I-78 Bridges and Approach Slabs Rehabilitation	\$13,123,610
508	I-78 Welcome Center & Maintenance Garage Improvements	\$9,087,761
566	P-C Approach Roadway Improvements	\$7,378,801
ESS	Electronic Surveillance System (ESS) Department Projects	\$7,341,699
556	Bridge Monitoring System for Select Vehicular Bridges	\$2,807,778
650	Riverton – Belvidere TSB Critical Members Strengthening	\$1,941,250
645	Buildings & Facilities Energy Audit	\$1,867,660
672	Toll Plaza Sign Replacement	\$1,700,000
630	IT Department Capital Improvements	\$1,566,344
641	Easton – Phillipsburg Toll Bridge Ramp C Slope Stabilization	\$1,283,126
521	New Hope - Lambertville Toll Bridge Equipment Storage Building	\$1,130,027
514	District 3 Toll Bridge Facilities Emergency Generators Improvements	\$1,010,081
611	New Hope - Lambertville Toll Bridge Salt Storage Building Improvements	\$876,425
647	Districts 1, 2 & 3 Facility Improvement Projects	\$816,821
670	Lower Trenton Toll-Supported Bridge “Trenton Makes” Sign Replacement	\$671,238
550	Traffic Count Program Upgrade	\$546,084
549	Level 3 – Investment Grade Traffic and Revenue Forecasts	\$433,913
526	Broadband Communications System Study	\$191,316
608	Integrated Project Management & Capital Planning Software System	\$180,000
675	I-78 Toll Plaza Islands Impact Attenuator Upgrade	\$133,125
606	Commission Website Upgrade & Redesign	\$128,038
651	Riverton – Belvidere TSB PA & NJ Approach Slope Stabilization	\$121,000
	Total Projects Underway	\$ 457,012,677

PROJECTS PLANNED		
CONTRACT NO.	PROJECT	PROGRAM COST
697	Washington Crossing Toll-Supported Bridge Replacement	\$33,491,399
681	TM TB Maintenance Facility Improvements	\$27,812,645
643	I-78 New Jersey Roadway Mill & Paving	\$14,870,459
590	Northampton Street TSB Floor System Replacement & Rehabilitation	\$10,278,788
652	Easton - Phillipsburg Toll Bridge Administration Building Improvements	\$10,101,994
674	Trenton-Morrisville Toll Bridge All Electronic Tolling	\$8,912,825
673	Trenton-Morrisville Toll Bridge Open Road Tolling	\$8,353,523
552	Cleaning & Painting of the I-78 Main River Bridges	\$7,872,314
614	I-78 Toll Bridge Rehabilitation & Deck Overlay	\$7,650,588
698	Lower Trenton Toll-Supported Bridge Cleaning & Painting	\$6,553,481
659	Centre Bridge Stockton Toll-Supported Bridge Rehabilitation	\$6,499,588
642	Uhlerstown - Frenchtown TSB Rehabilitation	\$6,284,762
678	NH-L Toll-Supported Bridge Rehabilitation	\$4,118,040
571	Bridge Monitor Shelter Replacement Program	\$3,095,481
658	Repainting Riverton-Belvidere Toll-Supported Bridge	\$2,450,000
622	Portland - Columbia Ped. TSB Improvements	\$2,237,417
513	DWG HVAC Improvements	\$1,504,129
509	MM HVAC Improvements	\$1,501,746
512	P-C HVAC Upgrade	\$1,500,951
676	E-ZPass Customer Service Center AET System Components	\$871,792
564	E-P Parking Lot Improvements	\$779,366
700	E-ZPass Transponders - 2016 Tag Swap and Additional Tags	\$726,000
699	Lower Trenton Toll-Supported Bridge, NJ Approach Traffic Signal Upgrades	\$657,500
682	Fuel Management System	\$593,130
685	CB-S TSB Approach Pavement & Stormwater Inlet Improvements	\$478,500
671	Washington Crossing Toll-Supported Bridge Priority Repairs	\$429,790
581	DWG / I-80 NJ Roadway Safety Improvements	\$381,149
680	NH-L Toll Bridge Parking Lot Paving	\$217,277
574	E-P TB Emergency Generator Improvements	\$200,156
541	All Electronic Toll Collection / Cashless Tolling Strategy Study	\$126,000
440C	DWG Toll Bridge Improvements (future widening/replacement coordination)	\$111,965
	Total Projects Planned	\$ 170,662,755

VEHICLES & EQUIPMENT, LABOR AND UNFORESEEN PROJECTS (2001-2025)

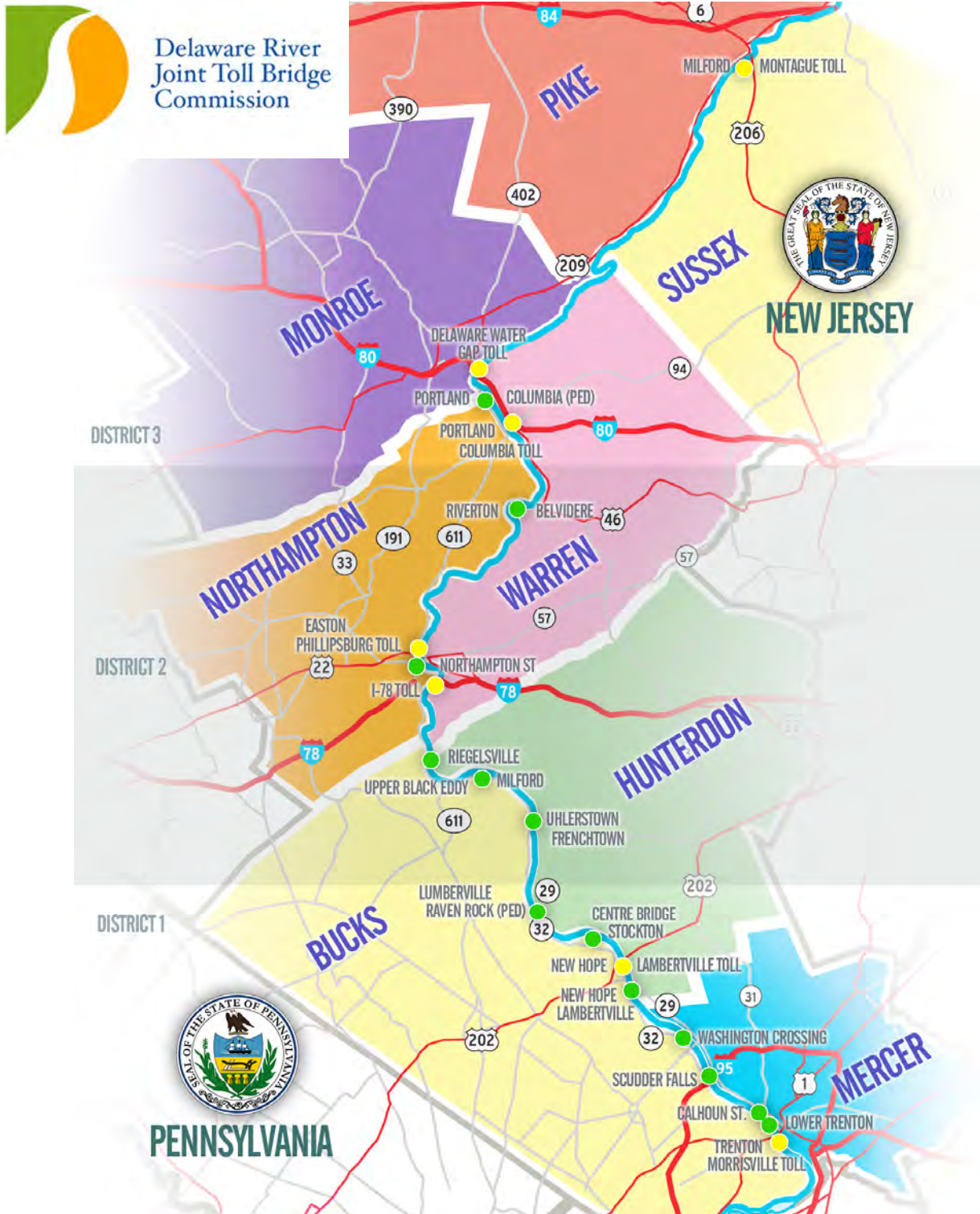
Capitalized Engineering Department Labor	\$18,237,316
Capital Program Management Consultant Expenditures	\$21,222,182
Vehicles & Equipment	\$36,632,827
Unforeseen Projects (All Bridges)	\$12,690,079
TOTAL	\$88,782,404

In 2000 the Commission adopted a “fix it right” philosophy for its Capital Program as compared to the previous “fix what’s broken” approach. The “fix it right” approach is based on the premise that whenever a project requires a bridge closure for implementation, that project must be designed so that no additional repair projects requiring a closure will be necessary for a subsequent period of at least 15 years. The estimated costs of the recommended improvements included in this report account for all costs of design, construction, construction management and inspection, and contract administration, are consistent with the Commission’s “fix it right” approach.

The format of the cost sheets for the 2015 Annual Inspection Report reflects the estimated cost of recommended improvements for Toll Bridges, funded by the General Reserve in 2016 and 2017. Cost sheets for the Toll-Supported Bridges have also been updated to reflect anticipated costs in 2016 and 2017. In addition the cost sheets provide the total program cost of the projects (Design, CM-CI and Construction, etc.). The total in each section does not include the cost of completed projects.

This report will summarize significant findings, recommendations, and associated estimated costs at the end of each section for each facility. Following the main reports are the recommendations for equipment and vehicle inspections and their associated repair/replacement costs. Finally, the Schedule of Insurance is provided on pages SI-1 through SI-7.

KEY SHEET



***COMMISSION INITIATIVES
AND SYSTEM-WIDE PROJECTS
(2016-2017 Expenditures)***

2016-2017 COMMISSION INITIATIVES AND SYSTEM-WIDE PROJECTS

In addition to addressing the findings of the annual inspection, the Commission has instituted in its Capital Program a number of "Commission Initiatives and System-Wide Projects". These initiatives increase the safety and security of patrons, increase the Commission's responsiveness to emergencies, identify needed future capacity improvements, and provides more efficient management of projects and equipment.

The following is a partial listing of Commission Initiatives and System-Wide Projects that have begun or will begin in the near future:

COMMISSION INITIATIVES & SYSTEM-WIDE PROJECTS

		General Reserve Fund			
Contract	Project Description	Program Cost	2016	2017	2016-2017 Total
CapEng	<u>Capitalized Engineering Department Labor</u> This Commission initiative tracks the in-house engineering department's efforts on all capital projects. The total programmed amount is shown as well as the expected expenditures in the next two years.	\$18,237,316	\$925,000	\$948,002	\$1,873,002
502	<u>Capitalized Capital Prgm Mgmt Consultant Expenditures</u> This project includes Contract No. C-502A Capital Program Management Consultant (CPMC) Services into 2015. Additional costs are programmed for continued CPMC expenditures to be procured under additional “CPMC” contracts as needed throughout the rest of the 10-year Rolling Capital Improvement Program.	\$21,222,182	\$610,000	\$625,169	\$1,235,169
550	<u>Traffic Count Program Upgrade</u> Replacement of the existing Traffic Count System with a new system to count traffic at all vehicular Toll Supported Bridges and the free direction of all Toll Bridges. The installation of a new traffic count program to manage the traffic data includes the replacement of the traffic counters, modems and software. The new system may provide increased functionality such as vehicle length data and speed data.	\$546,084	\$414,020	\$0	\$414,020
540	<u>ETC System Wide Replacement & E-ZPass Next Generation</u> Replacement of the existing Electronic Toll Collection (ETC) System which was implemented in 2002 and had an expected life of 8 to 10 years.	\$17,093,799	\$14,476,977	\$0	\$14,476,977
541	<u>All Electronic Toll Collection / Cashless Tolling Strategy Study</u> This study includes the investigation of Cashless Tolling Technologies and policies implemented throughout the region and how best to incorporate within the Commission's toll facilities and the Scudder Falls Bridge.	\$126,000	\$125,943	\$0	\$125,943
549	<u>Level 3 – Investment Grade Traffic and Revenue Forecasts</u> This project includes developing a complete financial grade traffic and revenue study for the Commission's Seven Toll Bridges and the Scudder Falls Bridge. This project will continue where the 2009 Traffic and Revenue Projections Study (C-501A) left off.	\$433,913	\$14,452	\$0	\$14,452

2016-2017 COMMISSION INITIATIVES AND SYSTEM-WIDE PROJECTS

Contract	Project Description	Program Cost	General Reserve Fund		2016-2017 Total
			2016	2017	
556	<u>Bridge Monitoring System for Select Vehicular Bridges</u> Implementation of a Bridge Monitoring System to include structural health monitoring as well as overweight / oversized vehicle detection, deterrent and enforcement of select vehicular bridge facilities. Work includes a feasibility study to investigate and report on the use of sensor type technologies as a means to evaluate and electronically monitor the structures.	\$2,807,778	\$254,059	\$2,191,124	\$2,445,183
606	<u>Commission Website Upgrade & Redesign</u> Upgrade and redesign our current DRJTBC.org website adding additional functionality.	\$128,038	\$25,552	\$0	\$25,552
608	<u>Integrated Project Management & Capital Planning Software</u> This project will review Capital Planning & Management Software that are fully compatible and integratable with the Commission's Munis System and recommend implementation of a system for assisting with managing and planning the Commission's capital program and 2 year capital plan.	\$180,000	\$180,000	\$0	\$180,000
526	<u>Broadband Communications System Study</u> A feasibility study will be performed to evaluate alternatives for a Broadband Communication System to handle all future data needs for the Commission.	\$191,316	\$78,263	\$0	\$78,263
630	<u>IT Department Capital Improvements</u> IT Department Capital Projects. For details see the 2016-2025 Capital Program Cost Backup Data Sheets.	\$1,566,344	\$1,085,000	\$333,594	\$1,418,594
ESS	<u>Electronic Surveillance System (ESS) Department Projects</u> ESS Department Capital Projects. For details see the 2016-2025 Capital Program Cost Backup Data Sheets.	\$7,341,699	\$5,612,000	\$517,558	\$6,129,558
645	<u>Buildings & Facilities Energy Audit</u> Building audit of all the Commission's administration and maintenance buildings and facilities to determine what improvements the Commission can undertake to be more energy efficient and reduce costs.	\$1,867,660	\$570,376	\$1,227,570	\$1,797,946
647	<u>Districts 1, 2 & 3 Facility Improvement Projects</u> Capital projects requested by DEDO / District Superintendents / Maintenance. For details see the 2016-2025 Capital Program Cost Backup Data Sheets.	\$816,821	\$586,200	\$0	\$586,200
676	<u>E-ZPass Customer Service Center AET System Components</u> The design and build of the E-ZPass Customer Service Center / Violation Processing Center video billing that is needed to support AET.	\$871,792	\$0	\$0	\$0
700	<u>E-ZPass Transponders - 2016 Tag Swap and Additional Tags</u> Purchase of the Commission's share of replacement E-ZPass tags for the 2016 Tag Swap program being done by the NJ Customer Service Center & 2016 purchase of new E-ZPass tags for new customers.	\$726,000	\$726,000	\$0	\$726,000

2016-2017 COMMISSION INITIATIVES AND SYSTEM-WIDE PROJECTS

Contract	Project Description	Program Cost	General Reserve Fund		2016-2017 Total
			2016	2017	
672	<u>Toll Plaza Sign Replacement</u> Installation of LED Daktronics signs at the New Hope-Lambertville, Easton-Phillipsburg, Portland-Columbia and Milford-Montague Toll Bridges. Upon completion of this project, all Toll Bridges will have LED signs over the toll lanes.	\$1,700,000	\$1,657,000	\$0	\$1,657,000
682	<u>Fuel Management System</u> Implementation of a system utilizing a secure element such as a key or proximity card to authorize and control the dispensing of fuel products to fleet vehicles while collecting accurate, valuable fuel usage and vehicle data for fuel accounting, Fleet Management and Fleet maintenance. A comprehensive hardware, software and telephone support plan is required and made up of fully trained Installation Technicians and Customer Support Technicians made available to make our fuel management system run smoothly from day one.	\$593,130	\$52,000	\$541,130	\$593,130
		Program Cost	2016	2017	2016-2017 Total
Total for all of the above Commission Initiatives and System-wide Projects:		\$76,449,871	\$27,392,842	\$6,384,146	\$33,776,987

TRENTON-MORRISVILLE
TOLL BRIDGE FACILITY
(Structure No. 20)



TRENTON-MORRISVILLE TOLL BRIDGE FACILITY

GENERAL

TRENTON-MORRISVILLE TOLL BRIDGE

(12 span, simply supported, composite steel multi-girder)

The Trenton-Morrisville Toll Bridge (Structure No. 20) carries US Route 1 over the Delaware River between Trenton, New Jersey and Morrisville, Pennsylvania.

The main bridge is a twelve span, simply supported, composite steel girder structure with an overall length of 1,322 feet. The substructure consists of reinforced concrete abutments and piers with granite facing on the piers. The bridge was originally constructed by the Commission in 1952 as a four (4) lane roadway, and widened to six (6) lanes in 1965 for a total roadway width of 62 feet. In 1983 an aluminum barrier was erected across the bridge, creating three southbound and two northbound lanes. In 1992, the toll plaza was converted to one-way collection under Contract No. T-312. In 2009 an extensive widening and rehabilitation project was completed, creating an additional northbound lane. The current configuration has three (3) northbound and three (3) southbound lanes with a total minimum roadway width of 76 feet.

The posted speed limit in the northbound direction is 40 mph while the speed limit on the approach in the southbound direction is 50 mph, which decreases to 40 mph near the Union Street overpass.

The multi-year project for the widening and rehabilitation of the Route 1 corridor was completed under Contract No. T-380B in 2009. This work included the main river bridge and approach structures in New Jersey and Pennsylvania and included the addition of an approach structure in New Jersey (Ramp “C”). The project's major elements included the following work:

- Rehabilitating the main river bridge and widening it to accommodate a northbound auxiliary lane for exiting into Trenton
- Providing a deceleration lane on the viaduct over the Delaware Canal and Conrail property on the Pennsylvania side of the bridge
- Modifying the interchange at South Pennsylvania Avenue in Morrisville and installing a new traffic signal and resurfacing the pavement on South Pennsylvania Avenue
- Installing noise walls adjacent to northbound Route 1 in Morrisville
- Constructing a new toll plaza, serving southbound motorists on the Morrisville side of the bridge
- Realigning the NJ Route 29 Ramp (Ramp C) and constructing a new bridge over Route 29 to allow for improved access to that highway
- Rehabilitating, cleaning and repainting structural steel components of the bridge and its Route 1 approaches

Most recently completed in early 2015, several approach roadway and ramps were repaired or resurfaced throughout the Commission’s jurisdiction, both NJ and PA, under Contract No. T-639A. Full resurfacing was performed at 3 ramps on the NJ side (Ramp A, E, and J) and 3 ramps on the PA side (Ramp C, I, and Y), with crack sealing at the remaining ramps. This project also included miscellaneous deck and parapet repairs, including the application of a methacrylate sealer to bridge decks, at several of the approach structures.

TRENTON-MORRISVILLE TOLL BRIDGE APPROACH STRUCTURES

The New Jersey approach consists of nine (9) approach structures. The Pennsylvania approach consists of two (2) approach structures.

TRENTON-MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

The southbound one-way toll plaza, located at the Pennsylvania approach, has five toll lanes. A new toll plaza was constructed in 2009 and consists of three tollbooths erected on concrete islands, and two E-ZPass only lanes, an overhead canopy and a service tunnel for the toll collection staff and ETC equipment. All lanes are equipped for E-ZPass. The toll system barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high-resolution cameras and lights - in toll collection lanes.

Contract No. T-500A Trenton-Morrisville Administration Building Elevator Modernization was completed in 2009.

The 2015 inspection included the main river bridge, eleven (11) approach bridges, five (5) sign structures, the facility and grounds, and a sign retroreflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

TRENTON-MORRISVILLE TOLL BRIDGE MAIN RIVER BRIDGE

(12 span, simply supported, composite steel multi-girder)

The structure is in overall good condition.

The deck is in good condition.

The approach roadway is in good condition. This condition has been improved (formerly fair condition) since the previous inspection as a result of the approach roadway improvements and resurfacing performed under Contract No. T-639A. This contract included numerous areas of crack sealing and patching concrete roadway slab spalls along US Route 1 and ramps. IN addition, several on and off-ramps were completely resurfaced at both the NJ and PA sides of the bridge.

The superstructure and substructure are in good condition.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure was found to be in satisfactory condition due to exposed footings at the piers. For additional information see the final report from Contract No. C-605A.

The two (2) sign structures, one in Span 2 and another in Span 11, are in good condition.

ROUTE 29 OVERPASS (NJ)

(3 span, simply supported prestressed concrete spread box beams)

The structure is in overall good condition.

The approach roadway is in good condition. Since the previous inspection, the US 1 northbound roadway approach has been resurfaced under Contract No. T-639A.

The deck, superstructure and substructure are in good condition.

RAMP N OVERPASS (NJ)

(1 span, steel multi-girder)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition.

RAMP IY OVERPASS (NJ)

(3 span, simply supported steel multi-girder)

The structure is in overall good condition.

The approach roadway is in good condition. Since the previous inspection, both Ramp I and Ramp Y roadways were resurfaced under Contract No. T-639A.

The deck, superstructure and substructure are in good condition.

RAMP Y OVERPASS (LONG RAMP) (NJ)

(4 span, continuous steel multi-girder)

The structure is in overall good condition.

The approach roadway is in good condition. Since the previous inspection, the Ramp Y roadway was resurfaced under Contract No. T-639A.

The deck, superstructure and substructure are in good condition. Several localized deck spalls were repaired under Contract No. T-639A.

UNION STREET OVERPASS (NJ)

(1 span, steel multi-girder)

The structure is in overall good condition.

The deck is in good condition.

The approach roadway is in very good condition.

The superstructure and substructure are in good condition.

CENTRE STREET UNDERPASS (NJ)

(1 span, riveted steel plate girders)

The structure is in overall Satisfactory condition.

The deck, approach roadway, and superstructure are in good condition. The abutment rocker bearings exhibit pack rust between the masonry plate and the rocker.

The substructure is in satisfactory condition.

BROAD STREET UNDERPASS (NJ)

(1 span, steel multi-girder)

The structure is in overall satisfactory condition.

The deck, approach roadway and superstructure are in good condition.

The substructure is in satisfactory condition.

WASHINGTON STREET OVERPASS (PA)

(1 span, steel multi-girder)

The structure is in overall good condition.

The deck is in very good condition.

The approach roadway, superstructure and substructure are in good condition.

Deterioration was noted at one of the south abutment bearing pedestals.

The sign structure at the south approach is in good condition.

SOUTH PENNSYLVANIA AVENUE OVERPASS (PA)

(1 span steel multi-girder)

The structure is in overall good condition.

The deck is in good condition.

The approach roadway is in very good condition. Since the previous inspection, the US 1 northbound roadway approaches have been resurfaced under Contract No. T-639A.

The superstructure and substructure are in good condition. Several anchor bolts and many keeper plates were noted to be missing at the abutment bearings and a steel bolster Girder 2 exhibits section loss.

The sign structures (2) at the north approach and south approach exit ramp are in good condition.

RAMP N OVER UNION STREET (NJ)

(3 span, simply supported prestressed concrete girders)

The structure is in overall good condition.

The deck is in very good condition.

The approach roadway, superstructure and substructure are in good condition. Several of the prestressed concrete beam ends exhibit spalls and cracks.

RAMP C OVER NJ ROUTE 29 (NJ)

(2 span, steel multi-girder)

The structure is in overall very good condition.

The deck, approach roadway, superstructure and substructure are in very good condition.

TRENTON-MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

Administration Building: The building's exterior limestone and bridge veneer exhibits evidence of expansion jacking at the relieving angles and lintels. The masonry is pushing out due to pressure from the rusting ferrous metal supports behind. Localized areas of the brickwork are cracked and displaced. One of the more significant areas where movement occurs due to

corrosion is adjacent to the roof scupper and along the roof parapet. The building's roof is over 20 years old and is leaking.

The building's veneer has undergone movement at the corners and some attempt has been made to fill the cracks. The cracks are not always at the expected location between the windows, suggesting that other forces may be at work. The limestone veneer panels appear to be distressed at the building's corners, possibly caused by either water penetrating the numerous open joints and concrete frame, rusting the column reinforcement, and/or as a result of the metal supports continuing to corrode.

There are many areas of open joints both in the stone and the brick. There are also open joints around the exterior face of the windows and evidence shows water is penetrating these joints and causing damage on the interior side.

The concrete canopy on the south elevation over the windows shows evidence of cracks and a drainage problem. Water stains have formed underneath the canopy caused by the water penetrating the slab and overflowing along the edge. The concrete canopy structure on the west elevation within the maintenance service yard exhibits cracks with evidence of water intrusion. The stainless steel fascia along the canopy edge at the southwest corner was repaired but is again damaged by impact.

The HVAC system is not working adequately.

Storage Garage: There are cracks in the brick masonry at the corners which appear to be expansion related. There have been some previous crack repairs; however there are indications that additional movement has occurred. There is no provision for expansion control in the existing building and appears to have formed its own relief joints. There is evidence that the metal lintels, over the structural openings, have rusted and expanded, causing the brick veneer to push out.

Maintenance Garage: The brick masonry exhibits occasional cracks but the building appears to be in satisfactory condition with occasional rust buildup in the metal lintels. Egress issues, such as the locked fence at the far end of the emergency egress path behind the building as well as the lack of illuminated exit signs at the exterior doors were observed. No significant changes were observed since the previous inspection.

CONCLUSIONS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

TRENTON-MORRISVILLE TOLL BRIDGE MAIN RIVER BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Repaint localized areas of steel girders in Span 6
 - Patch spalls and seal cracks at the west abutment and Pier 2.
 - Repoint mortar at Piers 1 through 9
 - Remove debris at Pier 2 and Pier 7
 - Place riprap at Pier 3, Pier 4, and Pier 6

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

ROUTE 29 OVERPASS (NJ)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

RAMP N OVERPASS (NJ)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

RAMP IY OVERPASS (NJ)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

RAMP Y OVERPASS (LONG RAMP) (NJ)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

UNION STREET OVERPASS (NJ)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

CENTRE STREET UNDERPASS (NJ)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Remove pack rust and reset the bearings at the east abutment

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

BROAD STREET UNDERPASS (NJ)

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

WASHINGTON STREET OVERPASS (PA)

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Reconstruct the Girder 5 bearing pedestal at the south abutment

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

SOUTH PENNSYLVANIA AVENUE OVERPASS (PA)

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Replace the missing anchor bolts and keeper plates at the abutment bearings.
 - Repair the section loss at the steel bolster under the north bearing at Girder 2.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

RAMP N OVER UNION STREET (NJ)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

RAMP C OVER NJ ROUTE 29 (NJ)

The structure is in overall very good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

TRENTON-MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

While the buildings and structures located on the grounds have been maintained in a state of good repair, building infrastructure improvements are necessary at the Trenton-Morrisville Administration Building. These include replacement of the aged and poorly functioning HVAC (Heating, Ventilation, Air-Conditioning) system, replacement of the aged roofing system which has been repaired repeatedly, repairs to the building's stone façade, and miscellaneous interior renovations to replace leaking windows, aged plumbing in poor condition, and certain necessary ADA improvements.

Under Task Order Assignment C-598B-3, a Space Utilization Program and Concept Study Report were completed in July 2015. This assignment has provided the Commission with guidance to enhance administrative and operational efficiencies for Trenton-Morrisville Toll Bridge facility as well as meeting the Commission's District I wide Maintenance and Operational needs. Among four (4) proposed alternatives presented in the report, the Commission selected the Preferred Alternative to be advanced to Final Design in 2016.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Trenton-Morrisville Toll Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2009					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
TMTB	Unforeseen Projects	\$1,382,523	\$100,000	\$102,487	\$202,487
681	TM TB Maintenance Facility Improvements	\$27,812,645	\$0	\$77,522	\$77,522
519	TM Admin Building Improvements	\$16,387,197	\$810,641	\$8,152,528	\$8,963,169
FACILITIES AND GROUNDS SUB TOTAL		\$45,582,365	\$910,641	\$8,332,537	\$9,243,177
TOTAL COST		\$45,582,365	\$910,641	\$8,332,537	\$9,243,177

NEW HOPE-LAMBERTVILLE
TOLL BRIDGE FACILITY
(Structure No. 140)



Commonwealth of Pennsylvania
County of Bucks
Township of Solebury

State of New Jersey
County of Hunterdon
Township of Delaware



NEW HOPE-LAMBERTVILLE TOLL BRIDGE FACILITY

GENERAL

NEW HOPE-LAMBERTVILLE TOLL BRIDGE

(10 span, continuous, steel two girder/floorbeam/stringer)

The New Hope-Lambertville Bridge (Structure No. 140) was opened to traffic on July 22, 1971 and carries US Route 202 over the Delaware River between Delaware Township, New Jersey and Solebury Township, Pennsylvania.

The bridge is a ten span, continuous, steel two girder and floorbeam structure. The deck is reinforced concrete and carries two lanes of traffic in each direction separated by a median barrier. The substructure units are composed of reinforced concrete with stone facing. The total length of the structure is 1,682 feet measured from center to center of bearings. In 2003, the Rehabilitation of the New Hope-Lambertville Toll Bridge was completed under Contract No. T-370B-3. Work completed under this contract included deck, bearing (installed isolation bearings), deck joint, parapet, light pole, and guide rail rehabilitation as well as miscellaneous cleaning and painting as needed on the bridge.

The posted speed limit in both the northbound and southbound direction is 55 mph.

Complete rehabilitation of the floorbeam cantilever brackets was completed in October 2009 under Contract No. T-498A. All of the 130 steel cantilever bracket tie plates on the bridge were strengthened with high strength steel. Structural repairs were also made to the stringer bearings and steel catwalk, which included replacing the stringer bearing bolts and replacement of deteriorated sections of the catwalk.

Substructure Repairs of Piers 2 through 6 including both abutments were completed under Contract No. T/TS-476A-1 in 2010. These repairs included masonry repointing at Piers 2 and 4 and both abutments. Epoxy injection crack sealing of Piers 2 through 6 and the NJ abutment were also completed at this bridge.

Pavement rehabilitation and approach bridge repairs were completed in November 2013 under Contract No. T-543A. These repairs included the rehabilitation, repair and repaving of the NJ and PA Route 202 approach roadways and rehabilitation/resurfacing of associated on/off ramps to PA Route 32 and NJ Route 29. Bridge repairs included repointing of masonry joints, joint sealing, methacrylate sealer to concrete surfaces, concrete deck/substructure repairs, blast cleaning and repainting of structural steel members, deck joint repairs, and replacement of all bearings at the Route 32 and Route 29 approach structures.

NEW HOPE-LAMBERTVILLE APPROACH BRIDGES

The Commission's jurisdiction also includes the loop-ramp interchanges with overpasses provided at Route 29 in New Jersey and Route 32 in Pennsylvania. The posted speed limit on the approach roadways is 55 mph.

NEW HOPE-LAMBERTVILLE FACILITY AND GROUNDS

The toll plaza on the Pennsylvania approach was reconstructed in 2003 under Contract No. T-370B-2, and has one-way toll collection, replacing the two-way collection prior to the rehabilitation. Two lanes are equipped with toll booths and two lanes are E-ZPass only, but all four (4) lanes are equipped with E-ZPass and can accept cars or trucks. The toll plaza is erected on concrete islands and is protected with an overhead canopy that matches the Operations building roof. The Sergeant's Office is located between Lane 2 and Lane 3. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high-resolution cameras and lights - in toll collection lanes

Contract No. T-397B, New Hope - Lambertville Toll Bridge Building Administration Building Renovations & Addition was completed in October 2008 and rededication of the building was held in December 2008. Contract No. T-397B included upgrades to the HVAC system and installation of a back-up generator to supply all power needs of the facility. In 2010, highway lighting electrical improvements were completed under Contract No. T-554A. The work included providing, installing and testing electrical equipment, grounding, and circuits for the highway lighting electrical system and replacements and upgrades of electrical panel board's equipment at the New Hope-Lambertville Toll Bridge Administration Building.

Upon rededication of the Administration Building in 2008, the New Hope – Lambertville Toll Bridge facility is now known as the New Hope Headquarters and Administration Building and houses the Commission's Executive Staff as well as some administrative and operations staff.

The 2015 inspection included the main river bridge, two (2) approach bridges, two (2) sign structures, the facility and grounds, and a sign retroreflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

NEW HOPE-LAMBERTVILLE TOLL BRIDGE

(10 span, continuous, steel two girder/floorbeam/stringer)

The structure is in overall satisfactory condition.

The deck is in good condition. Since the previous inspection, deck/median barrier repairs have been made, the longitudinal median barrier joints have been replaced, and a methacrylate sealer has been applied to the deck and parapets performed under Contract No. T-543A.

The approach roadway condition has been upgraded from fair to good due to the repairs and resurfacing performed under Contract No. T-543A at both the NJ and PA sides of the bridge.

The superstructure is in satisfactory condition. There are numerous stringers that exhibit section loss to the web and bottom flange. Several stringers exhibit web holes and corrosion cracks at beam ends beneath deck joints.

The substructure and pin and hanger system are in good condition. Since the previous inspection, several abutment and retaining wall masonry mortar joints have been repointed under Contract No. T-543A.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure was found to be in good condition. For additional information see the final report from Contract No. C-605A.

The sign structures (2) in Span 2 and Span 8 are in good condition. Both structures were repainted as part of Contract No. T-543A.

ROUTE 29 OVERPASS

(3 span, simply supported, steel multi-stringer)

The overall condition of the structure has been upgraded from fair to good due to the repairs performed under Contract No. T-543A.

The deck is in good condition. Since the previous inspection, both abutment and pier deck joints were rehabilitated and replaced with new strip seal deck joints under Contract No. T-543A.

The approach roadway condition has been upgraded from fair to good since the previous inspection, due to the numerous concrete approach and transition slab repairs performed, as well as resurfacing of the paved portions of the approaches under Contract No. T-543A.

The superstructure is in good condition. Since the previous inspection, steel repairs and diaphragm replacements were performed and all existing steel bearings were replaced with new elastomeric bearings under Contract No. T-543A.

The substructure condition has been upgraded from fair to good due to the numerous concrete repairs performed at the abutments and piers under Contract No. T-543A.

ROUTE 32 OVERPASS

(1 span, reinforced concrete rigid frame)

The overall condition of the structure has been upgraded from satisfactory to good due to the numerous repairs performed under Contract No. T-543A.

The deck (roadway slab over the frame) is in good condition. Since the previous inspection, deck repairs have been made, the deck joint sealers have been replaced, and a methacrylate sealer has been applied to the deck and parapets under Contract No. T-543A.

The approach roadway condition has been upgraded from fair to good since the previous inspection, due to the numerous concrete approach and transition slab repairs performed under Contract No. T-543A.

The superstructure is in good condition. Since the previous inspection, several spalls in the intrados (exposed face) of the rigid frame have been repaired under Contract No. T-543A.

The substructure is in good condition.

NEW HOPE-LAMBERTVILLE TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition. The roadways at the tollbooths are in good condition. The administration building and attached maintenance garage facility roofs were replaced in 2007 under Contract No. T-397B.

The rear siding of the Maintenance Building has been damaged multiple times over many years by impact from landscaping operations. The building siding has several small holes due to these impacts, as well as a larger open hole at a utility penetration.

The concrete block foundation for the storage shed near the canal is deteriorated. Voids in the concrete block are visible from the exterior of the shed.

CONCLUSIONS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

NEW HOPE-LAMBERTVILLE TOLL BRIDGE MAIN RIVER BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Clean and paint the structural steel and bearings
 - Perform structural steel repairs at locations of corrosion and section loss beneath the deck joints and pin hangers
 - Repoint stone masonry and pressure inject cracks at the abutments
 - Place riprap at Piers 2 and 3
 - Remove debris at Piers 2, 3, 5 and 6

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

ROUTE 29 OVERPASS

The structure is in overall good condition, with numerous repairs made under Contract No. T-543A.

- Items to be included in future repair contract:
 - Replace the guide rail end terminal along Route 29 at the northwest embankment

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

ROUTE 32 OVERPASS

The structure is in overall good condition, with numerous repairs made under Contract No. T-543A.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

NEW HOPE-LAMBERTVILLE TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract (*with temporary repairs by Maintenance*):
 - Replace the damaged exterior metal siding on rear of maintenance building panel. Install a buffer zone, such as a mulch or stone bed, between the wall and grass to keep landscape equipment away from the building.
 - Repair the damaged concrete block foundation at the storage shed.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

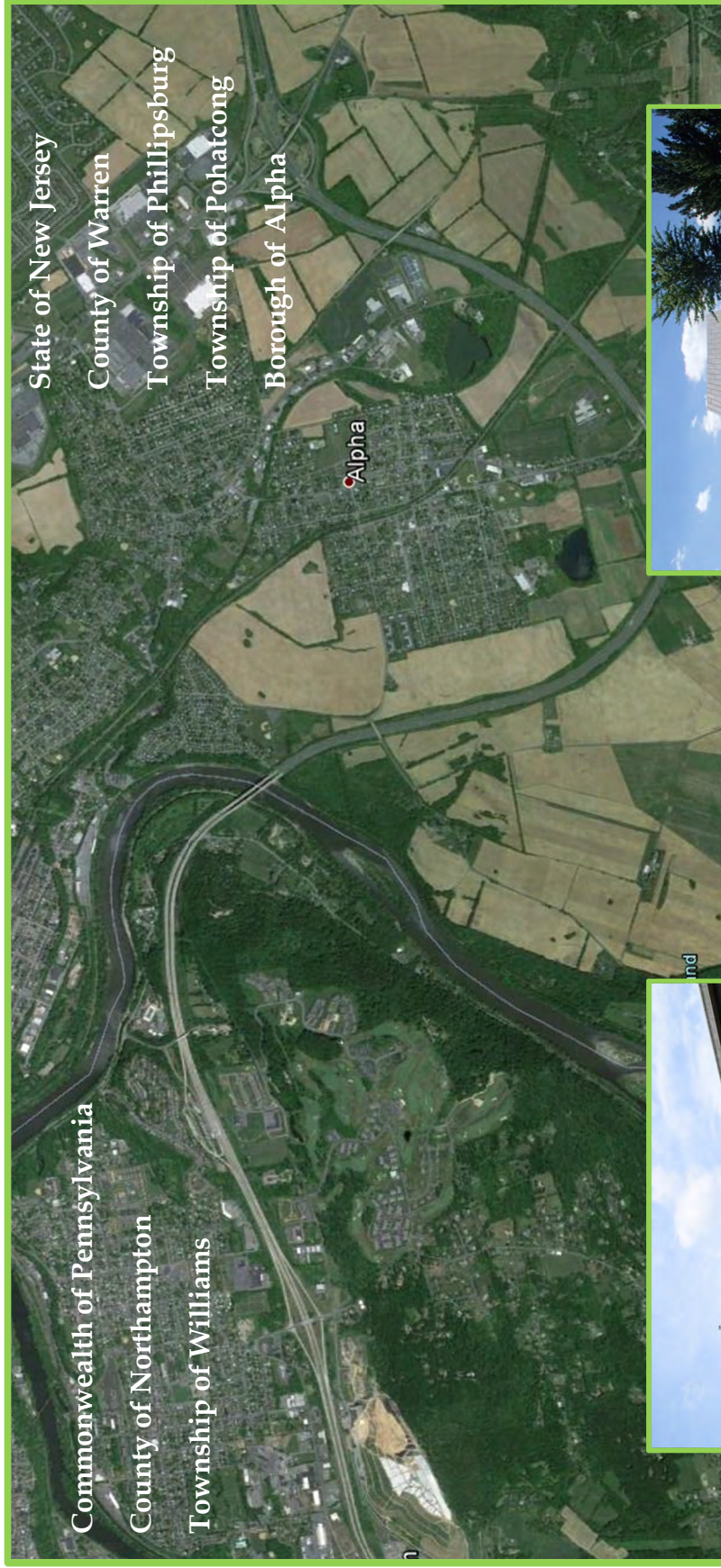
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

New Hope Lambertville Toll Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund 2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The approaches were repaved in 2013-2014.					
Cantilever Bracket Improvements were completed in 2009.					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
NHLTB	Unforeseen Projects	\$1,038,123	\$75,000	\$76,865	\$151,865
521	New Hope - Lambertville Toll Bridge Equipment Storage Building	\$1,130,027	\$0	\$0	\$0
611	New Hope - Lambertville Toll Bridge Salt Storage Building Improvements	\$876,425	\$0	\$0	\$0
FACILITIES AND GROUNDS SUB TOTAL		\$3,044,574	\$75,000	\$76,865	\$151,865
TOTAL COST		\$3,044,574	\$75,000	\$76,865	\$151,865

INTERSTATE 78
TOLL BRIDGE FACILITY
(Structure Nos. 270 & 275)



INTERSTATE 78 TOLL BRIDGE FACILITY

GENERAL

INTERSTATE 78 TOLL BRIDGE MAIN RIVER BRIDGE

(Twin 7 span, continuous, steel multi-girder)

The Interstate 78 toll bridge carries traffic over the Delaware River between Williams Township, Northampton County, Pennsylvania and the Town of Phillipsburg, Warren County, New Jersey. The facility was opened to traffic on November 21, 1989.

The Interstate 78 main river bridge (Structure Nos. 270 & 275) is a twin, 1,222 foot long, four girder, 7 span continuous steel bridge. The dual roadways are each 48 feet from curb to curb and carry three lanes of traffic. The substructure consists of reinforced concrete hammerhead piers and reinforced concrete stub abutments. The posted speed limit on the bridge is 55 mph.

INTERSTATE 78 APPROACH BRIDGES

The New Jersey approach consists of six (6) approach structures. The Pennsylvania approach consists of five (5) approach structures. In total there are eleven (11) approach structures owned and maintained by the Commission that are part of the Interstate 78 Toll Bridge Facility.

In 2011, the west deck joint of the I-78 Westbound over County Route 519 overpass structure at Milepost 2.2 in New Jersey was rehabilitated after it began to fail.

INTERSTATE 78 ROADWAY

The Commission's jurisdiction extends approximately 2.2 miles to the west at the Pennsylvania approach and includes five (5) approach structures and a Welcome Center. The New Jersey approach extends approximately 4.2 miles to the east from the main river bridge and includes six (6) approach structures (not including Conrail over I-78 or the Route 22/173 structures).

In October 2009, the Commission completed Contract No. T-424A, I-78 Roadway Rehabilitation, a two-year, rehabilitation project along the agency's 4.2-mile segment of I-78 in New Jersey. The project included subsurface remediation to address sinkholes as well as rehabilitating cracked roadway conditions as a result of heavy truck traffic along the roadway. Subsurface voids were filled and stabilized as part of the project; the Commission's New Jersey segment of I-78 is in an area where subsurface limestone geologic formations are prone to sinkholes. Work included rehabilitation of the concrete roadway, utilizing a variety of techniques including polyurethane grout injection and concrete slurry grouting. Crack stitching was also utilized at numerous locations, complete full depth replacement of the roadway was completed at the worst locations. The Still Valley Exit 3 Ramp was also rehabilitated as part of the project. Other improvements included repairs to various overpasses and secondary bridge structures, and the installation of a variety of safety upgrades, such as new striping and guiderails.

In 2010, the Commission completed two Design-Build Contracts, DB-562A & DB-563A, for the design and installation of median guide rails along the Commission's jurisdiction in NJ & PA to address potential cross-overs. Contract No. DB-563A also included the installation of snow fence on the County Route 519 overpass structure in NJ.

Contract No. T-506A, I-78 Toll Bridge Pennsylvania Approach Paving Improvements was completed in 2013. Work completed under this contract included repaving of the entire Pennsylvania Approach and repaving of the Welcome Center Parking Lot.

INTERSTATE 78 TOLL BRIDGE FACILITY AND GROUNDS

The one-way toll plaza, opened in 1989, and is located on the Pennsylvania approach of the westbound lanes and had seven (7) toll lanes. The toll plaza was reconfigured to four (4) lanes and two (2) Express E-ZPass lanes in 2010 under Contract No. DB-427B: I-78 Open Road Tolling Lanes (Express E-ZPass) Implementation. This traffic-congestion-mitigation project involved the reconfiguration of the barrier toll plaza, removing three lanes and installing two Express E-ZPass lane with shoulders and paving and re-striping work approaching the toll plaza. All lanes are capable of handling both cars and trucks. The project also involved the installation of new LED variable message signs on the canopy. All lanes are equipped with E-ZPass. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high-resolution cameras and lights - in toll collection lanes.

The salt storage building was constructed under Contract No. T-392R in 2003.

The 2015 inspection included the eastbound and westbound main river bridges, eleven (11) approach structures, five (5) sign structures, the facility and grounds, and a sign retroreflectivity assessment.

The I-78 Maintenance Garage Expansion & Renovation is currently under design and being performed under Contract No. C-508A.

SIGNIFICANT FINDINGS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

INTERSTATE 78 TOLL BRIDGE (EASTBOUND)

(7 span, continuous, steel multi-girder)

The structure is in overall good condition.

The deck is in satisfactory condition. The top of the deck exhibits numerous fine to medium transverse cracks throughout. The metal Stay-In-Place forms on the underside of the deck have isolated areas of spot rust and the concrete overhangs exhibit few fine cracks with efflorescence.

The approach roadway is in satisfactory condition. A few medium to wide transverse cracks and several concrete and asphalt patched spalls were noted on the concrete approach slabs. The west approach beyond the approach slabs was resurfaced under Contract No. T-506A.

The superstructure and substructure are in good condition. The paint system is showing signs of distress throughout with isolated areas of minor corrosion of the structural steel.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure was found to be in satisfactory condition due to cracks throughout the substructure units. For additional information see the final Contract No. C-605A report.

INTERSTATE 78 TOLL BRIDGE (WESTBOUND)

(7 span, continuous, steel multi-girder)

The structure is in overall good condition.

The deck is in satisfactory condition. The top of the deck exhibits numerous fine to medium transverse cracks throughout. The metal Stay-In-Place forms on the underside of the deck have isolated areas of spot rust and the concrete overhangs exhibit few fine cracks with efflorescence.

The approach roadway is in satisfactory condition. A few medium to wide transverse cracks and several concrete and asphalt patched spalls were noted on the concrete approach slabs.

The superstructure and substructure are in good condition. The paint system at several areas of the structural steel is beginning to show signs of aging, with localized areas of light to moderate rust.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure was found to be in satisfactory condition due to cracks throughout the substructure units. For additional information see the final Contract No. C-605A report.

The sign structures (5 total) west of the toll plaza and east of the toll plaza are in overall good condition. However, Sign Structure No. 4 (1 mile east of toll plaza) exhibits a gusset plate crack at one (1) strut connection at the far post of the right tower.

SERVICE ROAD OVERPASS

(1 span, simply supported, prestressed concrete adjacent box beams)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition.

MORGAN HILL ROAD OVERPASS

(2 span, continuous, prestressed concrete spread box beams)

The structure is in overall good condition.

The deck is in satisfactory condition. The top of the deck exhibits fine to medium cracks throughout, with some cracks being partially sealed. The compression seal deck joints at both abutments are partially covered with debris and exhibit deterioration where visible.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. Medium to wide cracks in the bituminous concrete pavement were noted throughout both approach roadways.

The superstructure and substructure are in good condition.

CEDARVILLE ROAD OVERPASS

(4 span, simply supported, prestressed concrete I-beams)

The structure is in overall good condition.

The deck is in good condition. However, the compression seal deck joints at the piers may be leaking, as evidenced by staining on the substructures and prior installation of hot-pour sealer.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. The asphalt wearing surface exhibits minor to moderate wear with some cracking.

The superstructure and substructure are in good condition. Some areas of the prestressed beam ends exhibit small spalls beneath deck joints, and there is a severely displaced neoprene bearing pad at the west girder bearing at Pier 1.

I-78 WESTBOUND OVER PA ROUTE 611

(3 span, simply supported, prestressed concrete spread box beams)

The structure is in overall good condition.

The deck, superstructure and substructure are in good condition. Some areas of prestressed beam ends and keeper blocks exhibit minor spalls.

The approach roadway is in satisfactory condition. Several asphalt and concrete patches, as well as a few medium to wide transverse cracks, were noted at the concrete approach and transition slabs at both sides.

I-78 EASTBOUND OVER PA ROUTE 611

(3 span, simply supported, prestressed concrete spread box beams)

The structure is in overall good condition.

The deck, superstructure and substructure are in good condition. Some areas of prestressed beam ends and diaphragms exhibit minor spalls.

The approach roadway is in satisfactory condition. Several asphalt and concrete patches, as well as a few medium to wide transverse cracks, were noted at the concrete approach and transition slabs at both sides.

CARPENTERSVILLE ROAD OVERPASS

(2 span, continuous, steel multi-stringer)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. Medium to wide transverse and longitudinal cracks were noted in the concrete approach slabs.

The superstructure is in good condition. The bottom flanges exhibit light to moderate rust and the remaining portion of the superstructure and bearings exhibit light surface rust. The west stringer at the north abutment and east stringer at the south abutment have limited clearance from the abutment backwalls.

The substructure is in satisfactory condition. The north and south abutment breastwalls exhibit map cracking with water leakage and efflorescence. There is a spall in the east end of the north abutment breastwall.

EDGE ROAD OVERPASS

(2 span, continuous, steel multi-stringer)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadway immediately adjacent to the bridge is in satisfactory condition. Fine to medium cracks were noted, with several cracks partially sealed. Approach sidewalk sections also exhibit differential settlement.

The superstructure is in satisfactory condition. The stringers and bearings exhibit light to moderate rust throughout the superstructure.

The substructure is in satisfactory condition. The north and south abutment backwalls and breastwalls exhibit fine to medium full height vertical cracks, water staining, and small spalls.

I-78 WESTBOUND OVER NJ ROUTE 519

(2 span, continuous, steel multi-stringer)

The structure is in overall satisfactory condition.

The deck is in good condition. Fine transverse cracks were noted in the concrete deck over the pier.

The approach roadway is in satisfactory condition. The concrete approach and transition slabs exhibit several edge spalls with partially sealed transverse cracks.

The superstructure is in good condition. The bottom flanges, end diaphragms, and bearings exhibit moderate rust and the remaining portion of the superstructure exhibits light surface rust. Localized heavy rust was noted at several beam ends and abutment bearings. No notable section loss was observed.

The substructure is in satisfactory condition. Both abutment breastwalls exhibit medium horizontal and vertical cracks, map cracking, and several hollow areas. The center pier also exhibits small spalls with exposed reinforcement on several columns.

I-78 EASTBOUND OVER NJ ROUTE 519

(2 span, continuous, steel multi-stringer)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition. The compression seal deck joints are partially covered with hot-poured sealer and exhibit areas of minor to moderate settlement, with a perforation the west abutment joint material. The concrete headers at the east and west abutment deck joints exhibit spalls with numerous patches. Fine transverse cracks were also noted in several locations of the concrete deck.

The approach roadway is in satisfactory condition. The approach roadway exhibits few partially sealed wide cracks and several concrete and asphalt patches along the deck joints.

The superstructure is in good condition. The bottom flanges exhibit light to moderate rust and the remaining portion of the superstructure and bearings exhibit light surface rust. Localized heavy rust was noted at several beam ends and abutment bearings. No notable section loss was observed.

The substructure is in satisfactory condition. The east and west abutment breastwalls exhibit fine to medium horizontal and vertical cracks, map cracking, and water staining throughout. The center pier also exhibits small spalls with exposed reinforcement at a few columns.

I-78 WESTBOUND OVER RAMP C

(1 span, simply supported, steel multi-stringer)

The structure is in overall satisfactory condition.

The deck is in good condition. Spalls were noted the west abutment deck joint header.

The approach roadways are in satisfactory condition. The bituminous concrete approach roadways (beyond the approach slabs) exhibit medium to wide cracks / separation between pavement joints. There are several spalls, broken patches, and deteriorated asphalt patches at the concrete approach and transition slabs.

The superstructure is in good condition. The superstructure and bearings generally exhibit areas of light rust, with moderate to heavy rust at some fascia stringers and bearings.

The substructure is in satisfactory condition. The east and west abutment breastwalls exhibit fine to medium vertical cracks with areas of water leakage. One large backwall spall was noted the south end of the east abutment.

I-78 EASTBOUND OVER RAMP C

(1 span, simply supported, steel multi-stringer)

The structure is in overall satisfactory condition.

The deck is in good condition.

The approach roadways are in satisfactory condition. The bituminous concrete approach roadways (beyond the approach slabs) exhibit medium to wide cracks / separation between pavement joints. There are several spalls, wide cracks, and deteriorated asphalt patches at the concrete approach and transition slabs.

The superstructure is in good condition. The superstructure and bearings generally exhibit areas of light rust, with moderate to heavy rust at some fascia stringers and bearings.

The substructure is in satisfactory condition. The east and west abutment breastwalls exhibit medium vertical cracks, with areas of map cracking and heavy water staining.

INTERSTATE 78 TOLL BRIDGE FACILITY AND GROUNDS

The overall condition of the I-78 Facility and Grounds is good. The buildings and structures located on the grounds have been maintained in a state of good repair. Some of the I-78 facility vehicles and equipment are not protected from the weather and are stored along the adjacent parking lots due to a lack of storage capacity within the buildings.

The impact attenuator located at the north end of the westbound toll plaza has been impacted.

CONCLUSIONS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

INTERSTATE 78 TOLL BRIDGE (EASTBOUND)

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Clean and paint the structural steel and bearings
 - Replace the missing raised pavement markers throughout the bridge
 - Pressure inject cracks at the west abutment
 - Repair erosion around drainage embankment at Pier 6
 - Clean and epoxy coat the bridge seats
 - Seal the entire bridge deck with methacrylate sealer
 - Replace the drainage pipe cleanout covers and clean all inlets
 - Repair cracks and spalls on the approach slabs and address any noted settlement.
 - Investigate/improve the profile/slope of the west approach slab transition

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

INTERSTATE 78 TOLL BRIDGE (WESTBOUND)

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Clean and paint the structural steel and bearings
 - Replace the missing raised pavement markers throughout the bridge
 - Pressure inject cracks at the west abutment and Pier 6
 - Place riprap at Pier 6
 - Clean and epoxy coat the bridge seats
 - Seal the entire bridge deck with methacrylate sealer
 - Replace the drainage pipe cleanout covers and clean all inlets
 - Repair cracks and spalls on the approach slabs

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

SERVICE ROAD OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

MORGAN HILL ROAD OVERPASS

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Replace the deteriorated compression seals at the north and south abutment deck joints

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

CEDARVILLE ROAD OVERPASS

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Repair spalls at the ends of prestressed concrete beams and install epoxy waterproofing at all beam ends
 - Replace the compression seals at Piers 1, 2 and 3 deck joints
 - Replace the shifted elastomeric bearing pad at the south fascia beam at Pier 1
 - Repair the west cheekwall at the south abutment

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

I-78 WESTBOUND OVER PA ROUTE 611

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Repair/replace the deteriorated concrete approach and transition slabs
 - Replace the missing raised pavement markers

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

I-78 EASTBOUND OVER PA ROUTE 611

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Repair/replace the deteriorated concrete approach and transition slabs

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

CARPENTERSVILLE ROAD OVERPASS

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Clean and paint the superstructure steel and bearings

- Clip ends of east and west fascia girders to increase clearance from backwall
- Clean and epoxy coat the bridge seats
- Repair heavy scaling and deterioration at the approach slab shoulders

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

EDGE ROAD OVERPASS

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Clean and paint the superstructure steel and bearings
 - Clean and epoxy coat the bridge seats

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

I-78 WESTBOUND OVER NJ ROUTE 519

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Clean and paint the superstructure steel and bearings
 - Repair/replace the deteriorated concrete approach and transition slabs
 - Patch the spalls and unsound areas at the northeast wingwall, the northeast corner and south end of the east abutment breastwall, the north end of the west abutment, and several locations at the base of pier columns.
 - Clean and epoxy coat the bridge seats
 - Replace the deck joints with new strip seal deck joints, including reconstruction of the concrete headers.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

I-78 EASTBOUND OVER NJ ROUTE 519

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Clean and paint the superstructure steel and bearings
 - Repair/replace the deteriorated concrete approach and transition slabs
 - Patch the spalls and unsound areas at the west abutment breastwall and several locations at the base of pier columns.
 - Clean and epoxy coat the bridge seats
 - Replace the deck joints with new strip seal deck joints, including reconstruction of the concrete headers.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

I-78 WESTBOUND OVER RAMP C

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Clean and paint the superstructure steel and bearings
 - Repair/replace the deteriorated concrete approach and transition slabs
 - Patch the large spall at the east abutment backwall
 - Clean and epoxy coat the bridge seats

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

I-78 EASTBOUND OVER RAMP C

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Clean and paint the superstructure steel and bearings
 - Repair/replace the deteriorated concrete approach and transition slabs
 - Clean and epoxy coat the bridge seats

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

INTERSTATE 78 ROADWAY

Contract Nos. T-424A and T-506A completed the I-78 Roadway Rehabilitation in New Jersey (2009) and Pennsylvania (2013), respectively. The roadway is in overall good condition.

INTERSTATE 78 TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
 - Replace damaged or missing snow guards at the maintenance garage
 - Consider upgrading the public restrooms at the Visitor's Center
 - Consider converting open storage area at the end of the garage into an enclosed storage space or expanding the garage area
 - Trees and vegetation should be cleared within the clear zone along the entire length of the Commission's jurisdiction
 - Replace the damaged skylight pane at the south tunnel shelter
 - Repair deteriorated mortar joints, spalled masonry, and damaged flue vent at the Maintenance Garage.
 - Level the roadway surrounding the drainage inlets throughout the truck parking lot

Under Task Order Assignment C-627A-2 a Space Utilization Program and a Concept Study Report were completed in April 2015 identifying improvements to be made to the I-78 Toll Bridge Maintenance Garage to address the limited building space as well as building systems upgrade through-out this Toll Bridge facility. This assignment has provided the Commission with guidance in operational efficiency and accounting for projected Commission's operational

needs through-out the facility. Among three (3) proposed alternatives presented in the Concept Study Report, the Commission selected the Preferred Alternative which is currently in the Final Design phase under Contract No. C-508A. Construction is scheduled to start in 2016 and complete in 2017.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Interstate 78 Toll Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2016	2017	
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
644	I-78 Bridges and Approach Slabs Rehabilitation	\$13,123,610	\$712,749	\$12,410,861	\$13,123,610
675	I-78 Toll Plaza Islands Impact Attenuator Upgrade	\$133,125	\$9,925	\$0	\$9,925
BRIDGES SUB TOTAL		\$13,256,735	\$722,674	\$12,410,861	\$13,133,535
<u>Facilities and Grounds</u>					
I-78TB	Unforeseen Projects	\$1,982,223	\$150,000	\$153,730	\$303,730
508	I-78 Welcome Center & Maintenance Garage Improvements	\$9,087,761	\$4,636,164	\$4,111,832	\$8,747,996
FACILITIES AND GROUNDS SUB TOTAL		\$11,069,983	\$4,786,164	\$4,265,562	\$9,051,726
TOTAL COST		\$24,326,718	\$5,508,838	\$16,676,423	\$22,185,261

EASTON-PHILLIPSBURG
TOLL BRIDGE FACILITY
(Structure No. 300)



EASTON-PHILLIPSBURG TOLL BRIDGE FACILITY

GENERAL

EASTON-PHILLIPSBURG TOLL BRIDGE

(1 span, steel Petit Thru-Truss)

The Easton-Phillipsburg Toll Bridge (Structure No. 300) carries US Route 22 over the Delaware River between the City of Easton, Pennsylvania, and the Town of Phillipsburg, New Jersey. The bridge was opened to traffic on January 14, 1938. Westbound only toll collection commenced on June 4, 1989.

The main river bridge consists of a 540 foot steel Petit thru-truss span over the Delaware River. The overall length, including the approaches on either end of the structure, is approximately 1,010 feet. The roadway width is 40 feet between the trusses and carries 4 lanes of traffic. There are 8 foot sidewalks cantilevered outside of both trusses. The substructure consists of reinforced concrete abutments. The posted speed limit through the toll bridge facility is 25 mph.

Sidewalk reconstruction was performed under Contract No. T-420 and was completed in 2004.

The Easton-Phillipsburg Toll Bridge and all approach structures received in-depth, hands on inspection in 2010 as part of the rehabilitation Contract No. T-437A, which included all structures in this facility.

EASTON-PHILLIPSBURG TOLL BRIDGE APPROACH STRUCTURES

The Commission's jurisdiction includes a total of five (5) approach structures, one structure at the NJ approach (Broad Street Viaduct) and the remaining four (4) on the PA approach.

Approximately 2,000 feet of the Pennsylvania approach was reconstructed in 1982. This reconstruction included new superstructures for the overpasses at Bank Street, Third Street and Route 611. The truss support for the center bearing at the west abutment of the Broad Street Viaduct was reconstructed in 2001.

In 2015, work was completed for the Easton-Phillipsburg Toll Bridge Rehabilitation under Contract T-437A. This contract included the rehabilitation of the main river bridge, including bituminous deck removal and replacement, cleaning and painting of all structural steel, rehabilitation/replacement of bridge drainage system, structural steel and substructure repairs, and rehabilitation of pedestrian railings. All five (5) approach structures received various repairs/upgrades, including superstructure replacement of the PA Route 611 overpass, new LMC overlay, painting of structural steel, and bearing replacement at Bank/Third Street overpasses, new ADA compliant ramp at Bushkill Street at the Pedestrian Tunnel entrance, and significant repairs/repainting of the Broad Street viaduct. The NJ and PA approach roadway concrete slabs and sign structures were also rehabilitated. Other miscellaneous repairs and upgrades included roadway and bridge lighting replacement, installing aesthetic lighting under the Third Street overpass, minor repairs and painting of the toll booth facilities as well as electrical upgrades to the toll facility Load Center in the Administration Building.

EASTON-PHILLIPSBURG TOLL BRIDGE FACILITY AND GROUNDS

The toll plaza was converted to one-way toll collection in 1989 under Contract No. T-296. It is located at the New Jersey approach and has five (5) toll lanes. All tollbooths are erected on concrete islands and are protected by an overhead canopy. All lanes are equipped for E-ZPass. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high-resolution cameras and lights - in toll collection lanes

The roof on the administration building and garage was replaced in 2007 under Contract No. T-465A.

The 2015 inspection included the main river bridge, the five (5) approach bridges, four (4) sign structures, the facility and grounds, and a sign retroreflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

EASTON-PHILLIPSBURG TOLL BRIDGE MAIN RIVER BRIDGE

(1 span, steel Petit Thru-Truss)

The structure is in overall good condition. The main river bridge was rehabilitated under Contract No. T-437A in 2014.

The condition of the deck has been upgraded from satisfactory to very good. Since the previous inspection, the bituminous overlay has been replaced with a new Rosphalt overlay, the west abutment tooth dam joint has been rehabilitated, the pedestrian railing has been rehabilitated, and other miscellaneous repairs and drainage improvements have been made.

There is no approach roadway for this structure due to the adjacent approach structures.

The condition of the superstructure has been upgraded from satisfactory to good. Since the previous inspection, all structural steel has been blast cleaned and painted, existing connections have been upgraded with high-strength bolts, several gusset plates have been strengthened, and numerous other structural steel repairs have been made.

The substructure is in good condition. Since the previous inspection, several minor abutment repairs were made including crack sealing, spall repairs, and painting steel armoring.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure was noted to be in good condition. For additional information see the final Contract No. C-605A report.

The sign structures (4 total) are in overall satisfactory condition. Sign Structure 1 approximately 250 feet west of the main river bridge exhibits several fine to medium cracks with efflorescence and areas of spalled concrete at the north concrete pedestal foundation. Light surface rust was noted on several steel members. The foundations for Sign Structure 3, just east of the toll plaza, have been repaired/retrofitted since the previous inspection.

BROAD STREET VIADUCT

(5 span, simply supported, riveted steel three girder-floorbeam-stringer system)

The structure is in overall satisfactory condition. The bridge was rehabilitated under Contract No. T-437A in 2014.

The condition of the deck has been upgraded from satisfactory to good. Since the previous inspection, the bituminous overlay has been replaced with a new Rosphalt overlay, the deck joints have been replaced with armored strip seal deck joints, the pedestrian railing has been rehabilitated, and other miscellaneous repairs and drainage improvements have been made.

The condition of the approach roadway (east only) has been upgraded from satisfactory to good. Since the previous inspection, repairs to the riding surface and the replacement of the approach sidewalks were performed.

The condition of the superstructure has been upgraded from poor to satisfactory. Since the previous inspection, all structural steel has been blast cleaned and painted and numerous structural steel repairs have been made. Minor section losses at localized areas of the girder still exist but have been arrested by the new paint system.

The substructure is in good condition. Since the previous inspection, repairs were made to the west abutment steel cross frame and concrete repairs were performed throughout the abutments and piers.

ROUTE 611 OVERPASS

(1 span, simply supported, steel multi-stringer)

The structure is in overall good condition. The bridge was rehabilitated and the superstructure replaced under Contract No. T-437A in 2014.

The condition of the deck has been upgraded from poor to very good. Since the previous inspection, the deck has been replaced with a new concrete deck, the deck joints have been eliminated, and new concrete sidewalks have been constructed.

The approach roadway (west only) is in good condition. Since the previous inspection, the concrete roadway slabs and the two (2) ramps connecting to Route 611 have been rehabilitated.

The condition of the superstructure has been upgraded from poor to very good. Since the previous inspection, the former prestressed box beam superstructure has been completely replaced with new rolled steel stringers, and the existing deck joints have been eliminated with an integral abutment configuration.

The condition of the substructure has been upgraded from fair to good. Since the previous inspection, the bridge seats have been reconstructed and concrete spall repairs have been made throughout both abutments.

THIRD STREET OVERPASS

(1 span, simply supported, steel multi-stringer)

The structure is in overall good condition. The bridge was rehabilitated under Contract No. T-437A in 2014.

The condition of the deck has been upgraded from satisfactory to good due to the placing of a latex modified concrete overlay on the top of deck.

The condition of the approaches has been upgraded from satisfactory to very good due to the resurfacing of the approach roadway slabs with a latex modified concrete overlay.

The condition of the superstructure has been upgraded from satisfactory to good due to the painting of the weathering steel fascia beams and the beam ends, and the encasement of the beam ends in concrete end diaphragms remediating previously observed section losses.

The condition of the substructure has been upgraded from satisfactory to good due to the spall repairs to the abutment and the waterproof coating of the bridge seats.

BANK STREET OVERPASS

(3 span, continuous, steel multi-stringer)

The structure is in overall good condition. The bridge was rehabilitated under Contract No. T-437A in 2014.

The condition of the deck has been upgraded from fair to satisfactory. Since the previous inspection, a new LMC overlay has been constructed and the deck joints have been eliminated. Spalls with exposed reinforcement still exist at the underside of deck overhangs.

The approach roadway is in good condition.

The condition of the superstructure has been upgraded from satisfactory to good. Since the previous inspection, the fascia beams and the beam ends have been repainted.

The condition of the substructure has been upgraded from satisfactory to good due to the spall repairs to the abutment and the waterproof coating of the bridge seats.

PEDESTRIAN TUNNEL

(Single cell, reinforced concrete box culvert)

The structure is in overall good condition. Since the previous inspection, improved ADA-compliant access has been constructed on both sides of the tunnel, including a ramp at the Bushkill Street (south) side, and the concrete roadway slabs over the culvert have been rehabilitated under Contract No. T-437A.

The roadway and culvert are in good condition.

EASTON-PHILLIPSBURG TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall fair condition. Repairs were made to the concrete slabs on the west side of the toll plaza. Access hatches to the tunnel adjacent to the toll booths have been sealed to prevent leakage during heavy rain. Overall the toll plaza is in fair condition.

The maintenance building asphalt parking lot is in fair condition with numerous cracks and worn asphalt. The slope embankment along Ramp C exhibits areas of erosion and washouts.

The administration building brick and stone façade exhibits areas of distress and displacement of the bricks due to pressure resulting from water intrusion. The liner to the administration building chimney is scaling and flakes are falling down the chimney flue.

CONCLUSIONS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

EASTON-PHILLIPSBURG TOLL BRIDGE MAIN RIVER BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Pressure inject cracks at the east abutment
 - Repoint mortar joints at the east and west abutments
 - Place riprap at the east and west abutments

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

BROAD STREET VIADUCT

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

ROUTE 611 OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

THIRD STREET OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

BANK STREET OVERPASS

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

PEDESTRIAN TUNNEL

The structure is in overall good condition.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

EASTON-PHILLIPSBURG TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
 - The administration building brick and stone façade exhibits areas of distress and displacement of the bricks due to pressure resulting from water intrusion. An in-depth inspection should be performed to confirm the extent and causes of the issues with the masonry relieving angles and the displacement of the brick veneer. Repairs may include removing courses of masonry directly above and below the relieving angles, removing rust, and treating the metal angles. Reinstallation or replacement of the angles may also be required.
 - Repoint areas of cracked, missing and deteriorated brick masonry throughout the Administration Building and Maintenance Garage.
 - Resurface the asphalt parking lot
 - Install a slope protection system along Ramp C to stop erosion and debris from falling onto the roadway
 - Replace the entrance doors to the Administration Building and Officer's Shelter

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

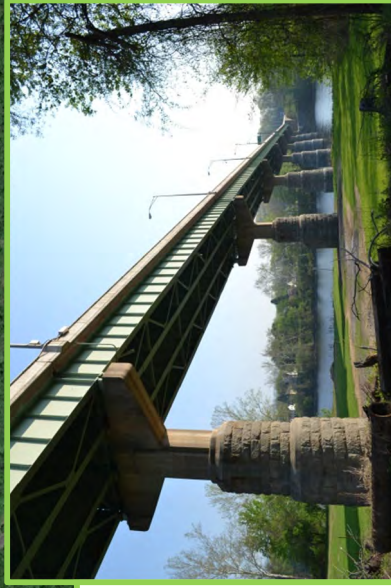
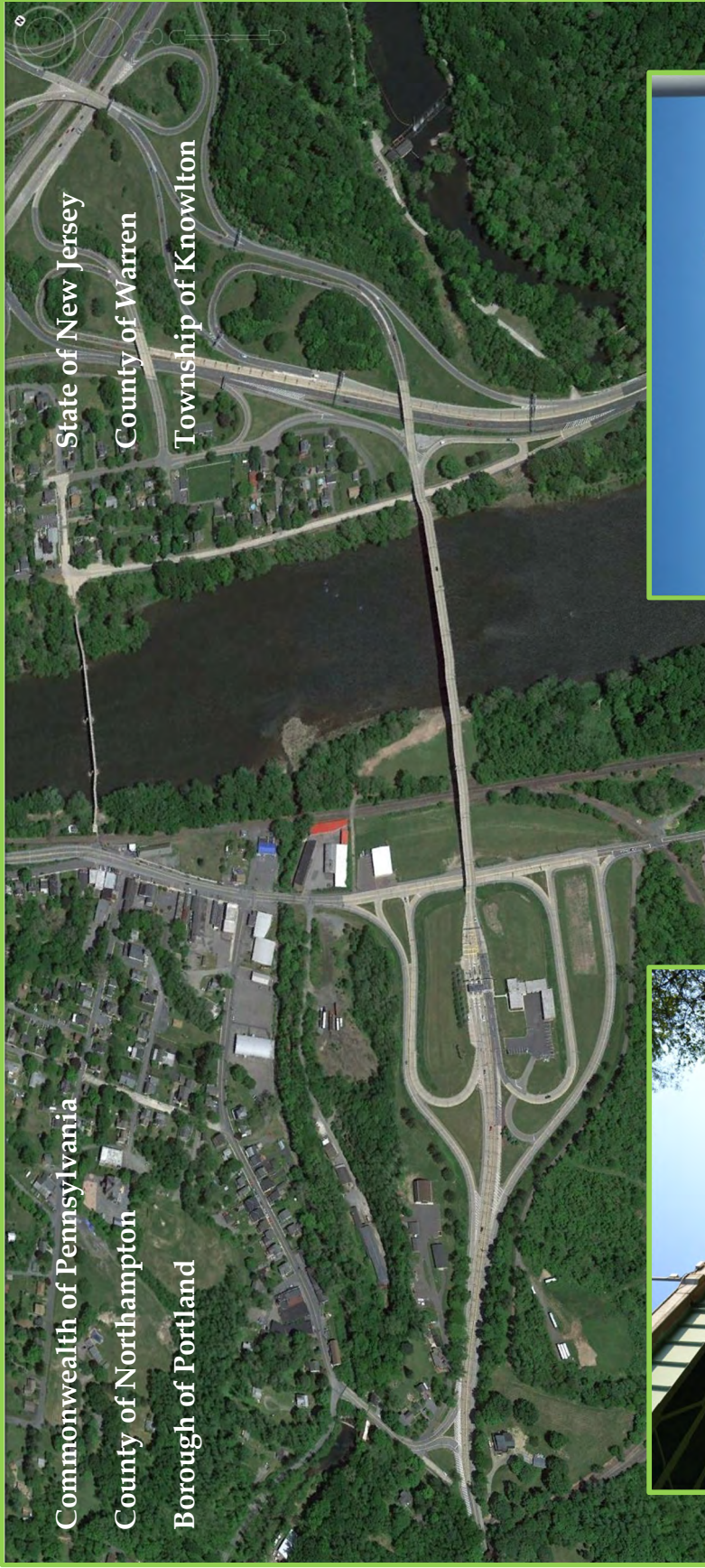
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Easton-Phillipsburg Toll Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund 2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2015					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
EPTB	Unforeseen Projects	\$1,078,816	\$75,000	\$76,865	\$151,865
574	E-P TB Emergency Generator Improvements	\$200,156	\$0	\$200,156	\$200,156
641	Easton – Phillipsburg Toll Bridge Ramp C Slope Stabilization	\$1,283,126	\$1,043,625	\$0	\$1,043,625
564	E-P Parking Lot Improvements	\$779,366	\$84,250	\$695,116	\$779,366
FACILITIES AND GROUNDS SUB TOTAL		\$3,341,464	\$1,202,875	\$972,137	\$2,175,012
TOTAL COST		\$3,341,464	\$1,202,875	\$972,137	\$2,175,012

PORTLAND-COLUMBIA
TOLL BRIDGE FACILITY
(Structure No. 340)



PORTLAND-COLUMBIA TOLL BRIDGE FACILITY

GENERAL

PORTLAND-COLUMBIA TOLL BRIDGE

(10 span, simply supported riveted steel multi-girder)

The Portland-Columbia Toll Bridge Facility (Structure No. 340) opened to traffic on December 1, 1953 and converted to toll collection in the westbound direction only on May 25, 1989 under Contract No. T-297. The bridge connects Pennsylvania Route 611 at Portland, Pennsylvania with US Route 46 at a section of Knowlton Township, New Jersey. US Route 46 merges with Interstate 80 located just north of the bridge on the New Jersey approach.

The main river bridge consists of a ten span, simply supported riveted steel plate girder system with an approximate total length of 1,309 feet. The roadway is 29 feet wide from curb to curb and carries one lane of traffic in each direction with a posted speed limit of 35 mph. The substructure units consist of reinforced concrete piers and concrete bin abutments. All the substructures are founded on spread footings with the exception of Pier 8, which is founded on piles. The piers also have partial granite stone facing.

A rehabilitation contract performed in 1992 included replacement of the existing concrete deck with a cast-in-place deck and concrete parapets. The combination sidewalk and maintenance walkway were removed and a new lighting system on the downstream side of the main bridge was installed. Approach roadway improvements (NJ and PA) and new drainage systems were also constructed. In 1998, the main river bridge, the pedestrian bridge to the north of the toll bridge, and both approach structures were cleaned and painted by contract.

In 2010, the Commission completed a Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-476A-2. This project included substructure repairs of piers 1 through 9 and both abutments including masonry repointing, epoxy injection crack sealing of pier footings and spall repairs. In 2012, the Commission completed a second Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-573A. This project included underwater repairs to the footings at piers 6 and 7 consisting of tremie and concrete bag remediation.

Repairs to the approach roadways and the application of methacrylate deck sealant were being performed as part of Contract No. T-566A during the current cycle inspection. This contract will include toll plaza roadway slab reconstruction; approach roadway/ramp resurfacing, reconstruction, and widening; resurfacing at the Locust Street overpass approaches; roadway lighting upgrades; drainage improvements; replacement of all main river and approach bridge deck joint sealers; application of a methacrylate sealer to all bridge decks/parapets; and other miscellaneous improvements.

PORTLAND-COLUMBIA APPROACH BRIDGES

The Commission's jurisdiction also includes two additional bridges at the New Jersey approach, Locust Street and US 46 overpass. Deck and barrier replacements were performed in 1992 in conjunction with the main river bridge rehabilitation contract.

Repairs to the Locust Street Bridge were completed in 2010 under Contract No. T-441A. These repairs included, resetting, cleaning and painting of the steel bearings, concrete repairs to the bridge substructure and new concrete slope protection at each abutment.

Repairs to the approach roadways and the installation of deck sealant were being performed a part of Contract No. T-566A during the current cycle inspection.

PORTLAND-COLUMBIA TOLL BRIDGE FACILITY AND GROUNDS

The one-way toll plaza, located at the Pennsylvania approach, has three toll lanes. All the tollbooths are erected on concrete islands and are protected by an overhead canopy. All three lanes are equipped for E-ZPass. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high-resolution cameras and lights - in toll collection lanes

A 2,000 ton salt storage barn was constructed in 2010 under Contract No. T-441A which services all District 3 bridges. Also completed under Contract No. T-441A was the installation of impact attenuators at the toll plaza, repairs to the concrete toll plaza islands and restriping of the traffic marking in the toll plaza area. The facility parking lot, driveways and maintenance yards were resurfaced and new curbs and sidewalks were also installed. Another project element was the installation of a sewer line connecting the administration building to the new Portland Borough municipal sewer system.

The roof on the maintenance garage and the administration building was replaced in 2005 under Contract No. T-439A.

The 2015 inspection included the main river bridge, two approach bridges, five (5) sign structures, the facility and grounds, and a sign retroreflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

PORTLAND-COLUMBIA TOLL BRIDGE

(10 span, simply supported riveted steel multi-girder)

The structure is in overall good condition.

The deck is in good condition.

The approach roadway was undergoing repairs as part of Contract No. T-566A at the time of inspection. The sections of approach roadway which have not been repaired at the time of inspection are in fair condition.

The superstructure and substructure are in good condition. There are several locations of section loss to the beam ends and connection plates throughout the superstructure, which are arrested by paint. The girders have isolated locations of spot rust.

An underwater inspection was performed in 2011 under Contract No. C-605A. The underwater components of the substructure were noted to be in good condition. For additional information see the final Contract No. C-605A report.

The sign structures (5 total) are in overall satisfactory condition with moderate rust at the posts.

The various Commission-owned approach roadways and ramps were either undergoing roadway repairs at the time of inspection, or are scheduled for resurfacing, pavement reconstruction, or concrete roadway slab repairs as part of Contract No. T-566A.

ROUTE 46 OVERPASS

(1 span, riveted steel multi-girder)

The structure is in overall good condition.

The deck is in good condition.

The approach roadway was undergoing repairs as part of Contract No. T-566A at the time of inspection. The sections of approach roadway which have not been repaired at the time of inspection are in fair condition with numerous medium to wide cracks throughout the east approach pavement.

The superstructure and substructure are in good condition. Areas of section loss were noted on the secondary members of the superstructure.

LOCUST STREET OVERPASS

(4 span, simply supported steel multi-stringer)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition.

PORTLAND-COLUMBIA TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition.

The HVAC system is approximately 20 years old and may be reaching the end of its useful life. During the facilities inspection, Maintenance personnel had noted the current HVAC system does not function properly.

The asphalt pavement at the administration building and maintenance garage are in satisfactory condition.

CONCLUSIONS

Based on the findings of the 2015 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

PORTLAND-COLUMBIA TOLL BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Perform structural steel repairs at several girder ends
 - Remove tack welds at fascia girders
 - Spall repair at Pier 2 and Pier 4
 - Pressure inject cracks at Pier 4
 - Remove debris at Pier 8
 - Place riprap around Pier 5 and Pier 8

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

ROUTE 46 OVERPASS

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Perform structural steel repairs at lateral gusset plate at Girder 4

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

LOCUST STREET OVERPASS

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Clean and paint the bearings

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

PORTLAND-COLUMBIA TOLL BRIDGE FACILITY AND GROUNDS

The HVAC system in the Administration Building was reported to be inadequate. A study should be undertaken to determine if and when system upgrade or replacement should be performed.

Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement, is currently under construction.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Portland-Columbia Toll Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
Approach roadways and ramps rehabilitated in 2015.					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
PCTB	Unforeseen Projects	\$730,252	\$50,000	\$51,243	\$101,243
512	P-C HVAC Upgrade	\$1,500,951	\$216,196	\$1,282,607	\$1,498,802
FACILITIES AND GROUNDS SUB TOTAL		\$2,231,203	\$266,196	\$1,333,850	\$1,600,046
TOTAL COST		\$2,231,203	\$266,196	\$1,333,850	\$1,600,046

DELAWARE WATER GAP
TOLL BRIDGE FACILITY
(Structure Nos. 380 & 390)



Commonwealth of Pennsylvania
County of Monroe
Borough of Delaware Water Gap

State of New Jersey
County of Warren
Township of Hardwick



DELAWARE WATER GAP TOLL BRIDGE FACILITY

GENERAL

DELAWARE WATER GAP TOLL BRIDGE

(Eastbound: 17 span, riveted steel multi-girder)

(Westbound: 16 span, riveted steel multi-girder)

The Delaware Water Gap Toll Bridge (Structure Nos. 380 and 390) carries Interstate 80 across the Delaware River near Delaware Water Gap, Pennsylvania, and Hardwick Township, NJ, providing a gateway from the eastern metropolitan area to the Pocono recreational area. Through Pennsylvania, the four lane limited access highway crosses the width of Pennsylvania to the Ohio border and directly connects to the Ohio Turnpike. On the New Jersey side, Interstate 80 connects the Delaware Water Gap Toll Bridge to the George Washington Bridge.

The toll bridge, built by the Commission and opened on December 16, 1953, is a twin, multi-span (17 spans EB and 16 spans WB), steel riveted plate girder bridge approximately 2,465 feet in total length. The dual roadways are each 28 feet wide from curb to curb, carrying two lanes of traffic each, and are separated by an aluminum barrier. A 5 foot wide sidewalk is located on the south side of the eastbound roadway, separated from the travel lanes with a concrete barrier. The substructure units consist of reinforced concrete bin abutments and piers. The piers also have partial granite stone facing. The speed limit posted at both approach roadways is 55 mph.

Major rehabilitation work was completed in 1989. The rehabilitation work included reconstruction of the toll plaza for one-way toll collection in the westbound direction (8 total lanes), deck replacement, construction of a New Jersey approach pedestrian walkway, toll plaza access tunnel, and miscellaneous pavement replacement. Other work performed under this contract included the installation of the aluminum median barrier, lighting and signage.

In November 2011, both structures were rehabilitated under Contract No. T-472A. This contract included replacement of the steel expansion bearings, concrete repairs to the piers and abutments, replacement of the deck joints and cleaning and painting of the structural steel.

In 2010, the Commission completed a Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-476A-2. This project included substructure repairs to piers 4W through 7W, 14W and 14E including masonry repointing and spall repairs. In 2012, the Commission completed a second Substructure & Scour Remediation project in Districts 1, 2 & 3 under Contract No. T/TS-573A. This project included repairs to the footings at piers 8W, 9W, 8E and 9E consisting of epoxy injection crack sealing and Riprap repair around the perimeter of the footing.

DELAWARE WATER GAP TOLL BRIDGE FACILITY AND GROUNDS

The one-way toll plaza, located at the Pennsylvania approach has five (5) toll lanes. The toll plaza was reconfigured in 2011 under the Delaware Water Gap Open Road Tolling Implementation, Contract No. T-440B. This traffic-congestion-mitigation project involved the reconfiguration of the barrier toll plaza, removing three lanes to make way for a single Express E-ZPass lane with shoulders, and the construction of several new overhead sign structures. The

project included the removal of the three left toll plaza booths and replacing them with a single open-road tolling lane. Additionally, the remaining five lanes at the toll plaza consist of a new E-ZPass only lane and four mixed-mode (cash and electronic toll collections) lanes. All lanes are now capable of handling both cars and trucks. The project also involves the installation of new signs and sign structures, paving and striping work. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high-resolution cameras and lights - in toll collection lanes.

A ½ mile section of Interstate 80 east of the bridge was resurfaced in 2007 under Contract No. T-492A, a reimbursement agreement with the New Jersey Department of Transportation.

The Delaware Water Gap Maintenance Garage Expansion was completed in 2013 under Contract No. T-474A. The roof on the maintenance garage and the administration building were also replaced in 2005 under Contract No. T-439A.

The 2015 inspection included the eastbound and westbound main river bridges, seven (7) sign structures, the facility and grounds, and a sign retroreflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2015 inspections, the main river bridges are capable of safely supporting all legal loads.

DELAWARE WATER GAP TOLL BRIDGE (EASTBOUND)

(17 span, (4 continuous and 13 simply supported), riveted steel multi-girder)

The structure is in overall good condition.

The deck is in satisfactory condition. Although not affecting the riding surface, numerous fine to wide transverse cracks were noted throughout the deck. The structure rehabilitation under Contract No. T-472A included the application of a penetrating deck sealant.

The approach roadway is in satisfactory condition. Fine to medium map cracks were noted at the approaches. Patches and small edge spalls were also noted at the approaches.

The superstructure and substructure are in good condition.

An underwater inspection was performed in 2011 under Contract No. C-605A. The underwater components of the substructure were noted to be in satisfactory condition due to minor deterioration of the substructure units and exposed footings. For additional information see the final Contract No. C-605A report.

DELAWARE WATER GAP TOLL BRIDGE (WESTBOUND)

(16 span, (3 continuous and 13 simply supported), riveted steel multi-girder)

The structure is in overall good condition.

The deck is in satisfactory condition. Although not affecting the riding surface, numerous fine to wide transverse cracks were noted throughout the deck. The structure rehabilitation under Contract No. T-472A did include the application of a penetrating deck sealant.

The approach roadway is in satisfactory condition. Fine to medium map cracks were noted at the approaches. Patches and small edge spalls were also noted at the approaches.

The superstructure and substructure are in good condition.

An underwater inspection was performed in 2011 under Contract No. C-605A. The underwater components of the substructure were noted to be in satisfactory condition due to minor deterioration of the substructure units and exposed footings. For additional information see the final Contract No. C-605A report.

The seven (7) sign structures spanning over the westbound lanes, located near the toll plaza and at the east bridge approach, are in overall good condition. The EZ Pass (ORT) gantry structure at the toll plaza is also in good condition.

DELAWARE WATER GAP TOLL BRIDGE FACILITY AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition.

The maintenance garage was expanded and a new roof was installed as part of Contract No. T-474A. Several locations of blistered roof membrane were evident during the inspection and should be monitored regularly.

The HVAC system in the administration building may be nearing the end of its useful life. During the facilities inspection, Maintenance and Operations personnel had noted the current HVAC system does not function properly.

CONCLUSIONS

Based on the findings of the 2015 inspections, the main river bridges are capable of safely supporting all legal loads.

DELAWARE WATER GAP TOLL BRIDGE (EASTBOUND)

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Place riprap at Piers 7, 8, 9 and 12
 - Remove debris at Piers 3, 8, 9, 10, 11 and 13

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

DELAWARE WATER GAP TOLL BRIDGE (WESTBOUND)

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Place riprap at Piers 8, 9, 12 and 14
 - Remove debris at Piers 3, 6, 8, 9, 10, 11, 12 and 13

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

DELAWARE WATER GAP TOLL BRIDGE FACILITY AND GROUNDS

The HVAC system in the Administration Building was reported to be inadequate. A study should be undertaken to determine if and when system upgrade or replacement should be performed.

Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement, is currently under construction.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Delaware Water Gap Toll Bridge

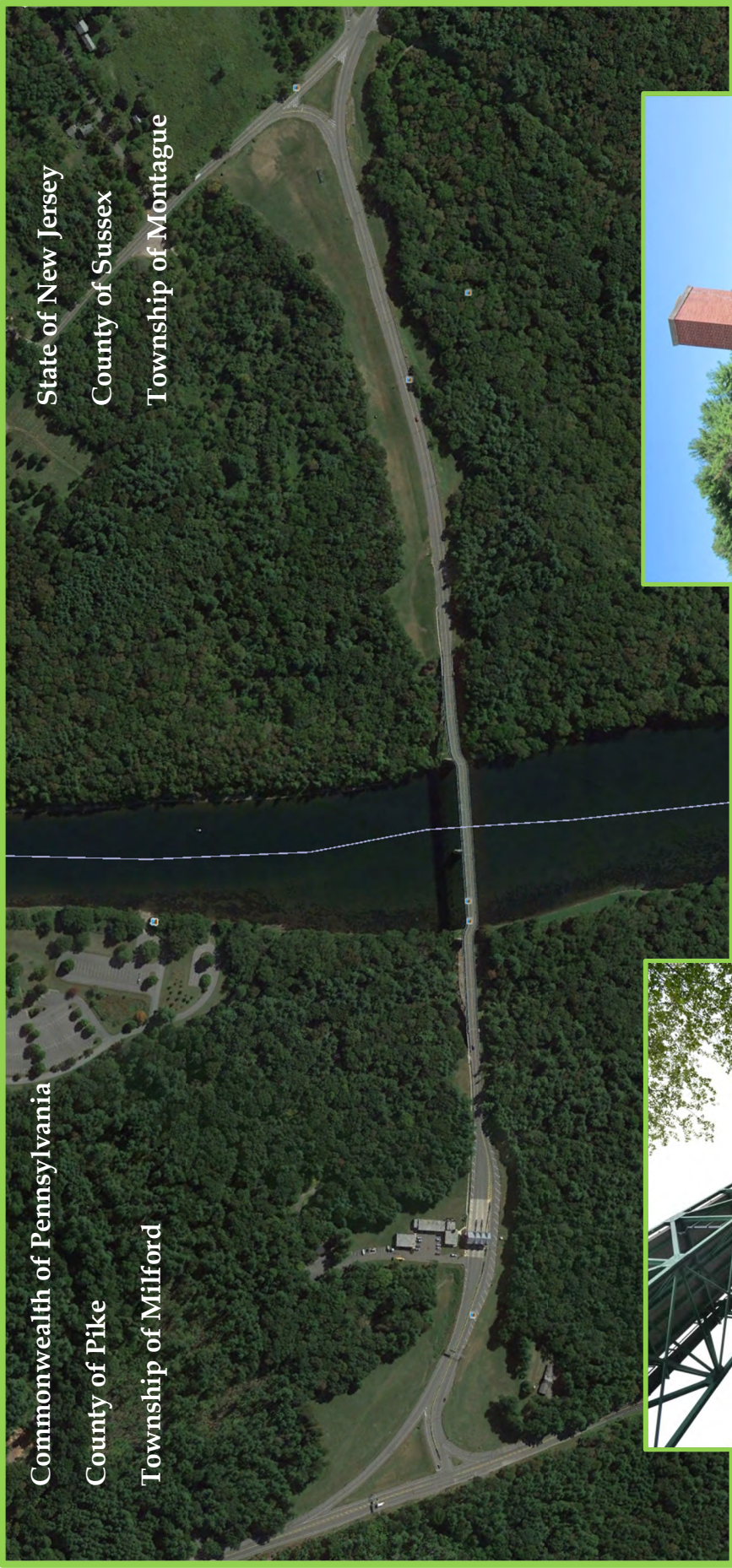
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2016	2017	
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
440C	DWG Toll Bridge Improvements (future widening/replacement coordination)	\$111,965	\$10,000	\$10,249	\$20,249
BRIDGES SUB TOTAL		\$111,965	\$10,000	\$10,249	\$20,249
<u>Facilities and Grounds</u>					
DWGTB	Unforeseen Projects	\$1,101,249	\$125,000	\$76,865	\$201,865
513	DWG HVAC Improvements	\$1,504,129	\$90,533	\$1,413,596	\$1,504,129
581	DWG / I-80 NJ Roadway Safety Improvements	\$381,149	\$0	\$0	\$0
514	District 3 Toll Bridge Facilities Emergency Generators Improvements	\$1,010,081	\$17,740	\$0	\$17,740
FACILITIES AND GROUNDS SUB TOTAL		\$3,996,609	\$233,274	\$1,490,461	\$1,723,735
TOTAL COST		\$4,108,575	\$243,274	\$1,500,710	\$1,743,983

MILFORD-MONTAGUE
TOLL BRIDGE FACILITY
(Structure No. 400)

Commonwealth of Pennsylvania
County of Pike
Township of Milford

State of New Jersey
County of Sussex
Township of Montague



MILFORD-MONTAGUE TOLL BRIDGE FACILITY

GENERAL

MILFORD-MONTAGUE TOLL BRIDGE

(4 span, continuous, steel deck truss)

The Milford-Montague Toll Bridge (Structure No. 400) is the northern-most toll bridge across the Delaware River under the Commission's jurisdiction. Located seven miles south of the New Jersey/New York state line, the bridge connects US Route 206 at Montague, New Jersey to US Route 209 at Dingman Township, Pennsylvania.

The toll bridge, built by the Commission and opened to traffic on December 30, 1953, is a four span continuous steel deck truss structure with an approximate total length of 1,150 feet. The curb to curb width of the roadway is 27'-6" and carries one lane of traffic in each direction with a posted speed limit on the approaches of 40 mph. Cantilevered from the north truss is a 4'-0" wide sidewalk. The substructure units consist of reinforced concrete abutments and piers with granite stone facing on the piers.

In 1982 the original deck was replaced with precast concrete deck panels and stringers were relocated (fifth stringer added) for the addition of the cantilevered sidewalk. Also included in the 1982 rehabilitation project were modifications to the substructures and bridge lighting, and the addition of the aluminum safety barriers. In 1998, the New Jersey approach was milled and repaved by contract. In 1999 the toll plaza was converted to one-way collection.

Contract No. T-430A, a rehabilitation contract for the Milford-Montague Toll Bridge, was completed in 2009. The improvements to the structure included precast concrete deck replacement, superstructure steel repairs, cleaning and painting of the superstructure, substructure repairs, slope protection and erosion damage repairs, approach roadway repaving, drainage improvements, safety feature improvements (signage, guide rails, etc.), and a new toll plaza and canopy.

MILFORD-MONTAGUE TOLL BRIDGE FACILITIES AND GROUNDS

At the Pennsylvania approach, there are three westbound toll collection lanes that are protected by a canopy and founded on concrete islands. The toll plaza was constructed in 2009 under Contract No. T-430A. The toll booth barrier gates were removed in 2010 with the installation of Violation Enforcement System (VES) technology - high-resolution cameras and lights - in toll collection lanes

The Commission facility was connected to the local municipal water supply provided by the Milford Water Authority in 2009 under Contract No. T-432A.

The parking lot was repaved under Contract No. T-430A in 2009.

The 2015 inspection included the main river bridge, the facility and grounds, and a sign retroreflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2015 inspections, the main river bridge is capable of safely supporting all legal loads.

MILFORD-MONTAGUE TOLL BRIDGE

(4 span, continuous, steel deck truss)

The structure is in overall good condition.

The deck is in very good condition.

The approach roadway, superstructure and substructure are in good condition. Several of the truss gusset plates exhibit minor distortion due to pack rust. There were several instances of localized spalling at the ends of pier seats.

An underwater inspection was performed in 2011 under Contract No. C-605A. The underwater components of the substructure were noted to be in good condition. For additional information see the final Contract No. C-605A report.

The sign structure, located west of the bridge and toll plaza, is in overall good condition. However, based on the fatigue-prone aluminum construction and substandard sign panels, replacement should be considered.

During the inspections, new concrete sidewalks at the approaches to the bridge were under construction.

MILFORD-MONTAGUE TOLL BRIDGE FACILITIES AND GROUNDS

The buildings and structures located on the grounds have been maintained in a state of good repair, and are in overall good condition. The toll plaza, approach roadway, and sign structure were rehabilitated under Contract No. T-430A in 2009.

Since the previous inspection, illuminated exit signs have been installed above the building exit doors throughout the facility and several maintenance repairs have been made to the Administration and Maintenance buildings.

The emergency generator is located inside the Maintenance garage. During prolonged use, noise levels may be excessive. Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement, is currently under construction.

During the facilities inspection, Maintenance and Operations personnel had noted the current HVAC system does not function properly and is inadequate.

CONCLUSIONS

Based on the findings of the 2015 inspections, the main river bridge is capable of safely supporting all legal loads.

MILFORD-MONTAGUE TOLL BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Place riprap at the north nose of Pier 2
 - Remove debris at Pier 2
 - Replace the aluminum tri-chord sign structure at the west approach.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

MILFORD-MONTAGUE TOLL BRIDGE FACILITIES AND GROUNDS

The HVAC system in the Administration Building was reported to be inadequate. A study should be undertaken to determine if and when system upgrade or replacement should be performed.

Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement, is currently under construction. This contract will address the relocation of the loud emergency generator to outside the maintenance garage.

For a list of maintenance repair items, see the *2015 Annual Maintenance Report*.

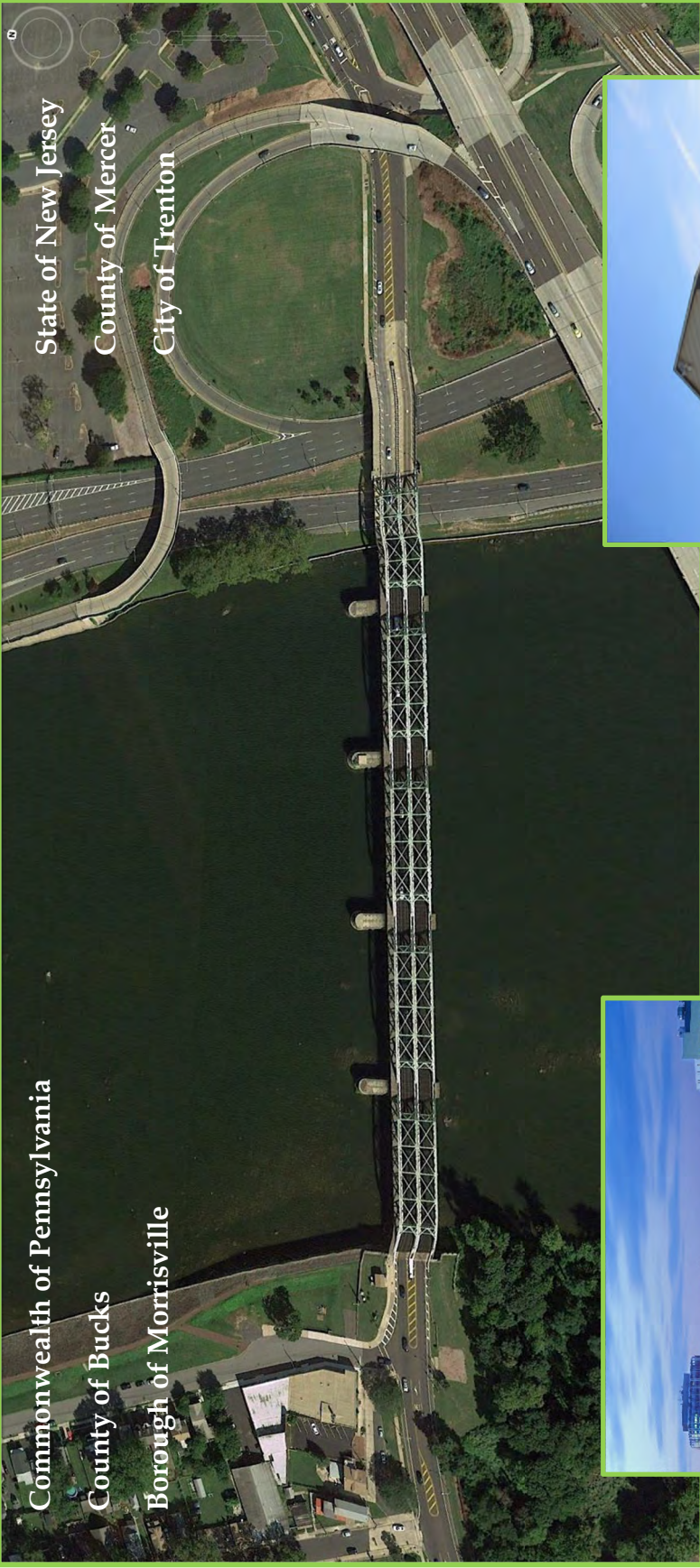
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Milford-Montague Toll Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund 2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2009					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
MMTB	Unforeseen Projects	\$728,652	\$50,000	\$51,243	\$101,243
509	MM HVAC Improvements	\$1,501,746	\$186,392	\$1,315,354	\$1,501,746
FACILITIES AND GROUNDS SUB TOTAL		\$2,230,398	\$236,392	\$1,366,597	\$1,602,989
TOTAL COST		\$2,230,398	\$236,392	\$1,366,597	\$1,602,989

LOWER TRENTON
TOLL-SUPPORTED BRIDGE
(Structure No. 40)



LOWER TRENTON TOLL-SUPPORTED BRIDGE

GENERAL

LOWER TRENTON TOLL-SUPPORTED BRIDGE

(5 span, subdivided Warren Truss)

The Lower Trenton Toll-Supported Bridge (Structure No. 40), also known as the “Trenton Makes” Bridge, carries Bridge Street traffic from Trenton, New Jersey to Morrisville, Pennsylvania; one of three bridges connecting these two towns.

The structure is a five span subdivided Warren Truss built in 1928, with a total length of approximately 1,022 feet. The roadway consists of two lanes, one lane in each direction separated by a center truss. The curb to curb width of each lane is approximately 19 feet, 5 inches. A timber plank sidewalk is supported by the upriver truss on steel cantilever brackets. The substructure, originally built in 1804, widened and raised in 1874, consists of stone masonry.

The structure is currently posted for a 5 ton weight limit restriction and a 25 mph speed limit. The structure is also posted for a 10 foot vertical clearance for the bridge roadway.

The downriver truss displays the “TRENTON MAKES THE WORLD TAKES” sign which is mounted to the truss members; hence, the nickname “The Trenton Makes Bridge”. The original sign was erected in 1935 and replaced in 1981. A new sign was installed in 2005 under Contract No. TS-398C.

The structure was cleaned and painted under Contract No. TS-398A in 2005.

Contract No. T/TS-476A-1 Substructure Repair and Scour Remediation - District 1, included above water repairs to Piers 1 through 4 and the PA abutment including masonry repointing, epoxy crack sealing and masonry stone replacement. Pier 4 also included underwater concrete repairs to the apron. This work was completed in 2010. The second scour contract, Contract No. T/TS-573A included underwater concrete repairs to the aprons at Piers 1, 2 and 3. This work was completed in 2012.

Contract No TS-639B Lower Trenton Toll-Supported Bridge Approach Roadways Improvements was completed in 2015. This contract included the reconstruction of the east and west approach roadways to the main river bridge, which includes New Warren Street (NJ) and Bridge Street (PA). Work involved the rehabilitation of bituminous and concrete pavements, new brick paver islands, resurfacing adjacent areas of several local side streets, and ADA upgrades.

The east approach bridge over State Route 29 is NJDOT owned and was not part of the inspection.

LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the northwest Pennsylvania approach of the Lower Trenton Toll-Supported Bridge, installed in 2006.

SIGNIFICANT FINDINGS

An interim inspection was performed on April 1, 2015 due to the posted structure weight limit of 5 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

LOWER TRENTON TOLL-SUPPORTED BRIDGE

(5 span, subdivided Warren Truss)

The structure is in overall satisfactory condition.

The bridge deck is in good condition. The NJ & PA approach roadway is in poor condition with deteriorated and uneven asphalt beyond the bridge approach.

The superstructure is in satisfactory condition. Numerous lower chord gusset plates at the north, center and south trusses exhibit areas of up to 1/4" material losses in all spans. Lower chord members at the south truss typically exhibit material losses up to 3/16". Up to 5/16" pack rust was noted at the lower chord members between the north and south plates and angle members with areas of minor material losses to the plates. Truss members above the deck exhibit paint chalking with the chalking more severe at the top plate at the upper chord where heavy bird droppings are common.

The "Trenton Makes the World Takes" sign located on the downstream truss of the bridge has been reported as experiencing numerous letter outings and determined to be underperforming especially during and after periods of poor weather. These reports appear related to the nature of the neon lighting source and associated electrical components.

The substructure is in satisfactory condition. The abutments and piers exhibit numerous areas of cracked and missing mortar. A few piers also exhibit loose and missing stones in isolated areas. The pier concrete aprons were not visible at the time of inspection due to high water level.

An underwater inspection was performed in 2012 under Contract No. C-605A. The substructure units below the waterline were found to be in fair condition. For additional information see the final Contract No. C-605A report.

LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall satisfactory condition. The floor tiles in the shelter bathroom are in poor condition. The concrete sidewalk and curbs surrounding the shelter are in poor condition exhibiting spall at the south side and around the manhole cover. The corner of the asphalt driveway for the shelter exhibits settlement.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

LOWER TRENTON TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Repoint masonry joints at substructure units (500 LF)
 - Resurface the New Jersey and Pennsylvania approach roadway *
 - Upgrade the “Trenton Makes” sign lighting system

* ***This work was completed in 2015 under Contract No. TS-639B.***

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Rebuild all areas of cracked, spalled and settled concrete at the Pennsylvania approach sidewalk and curbs. *

* ***This work was completed in 2015 under Contract No. TS-639B.***

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

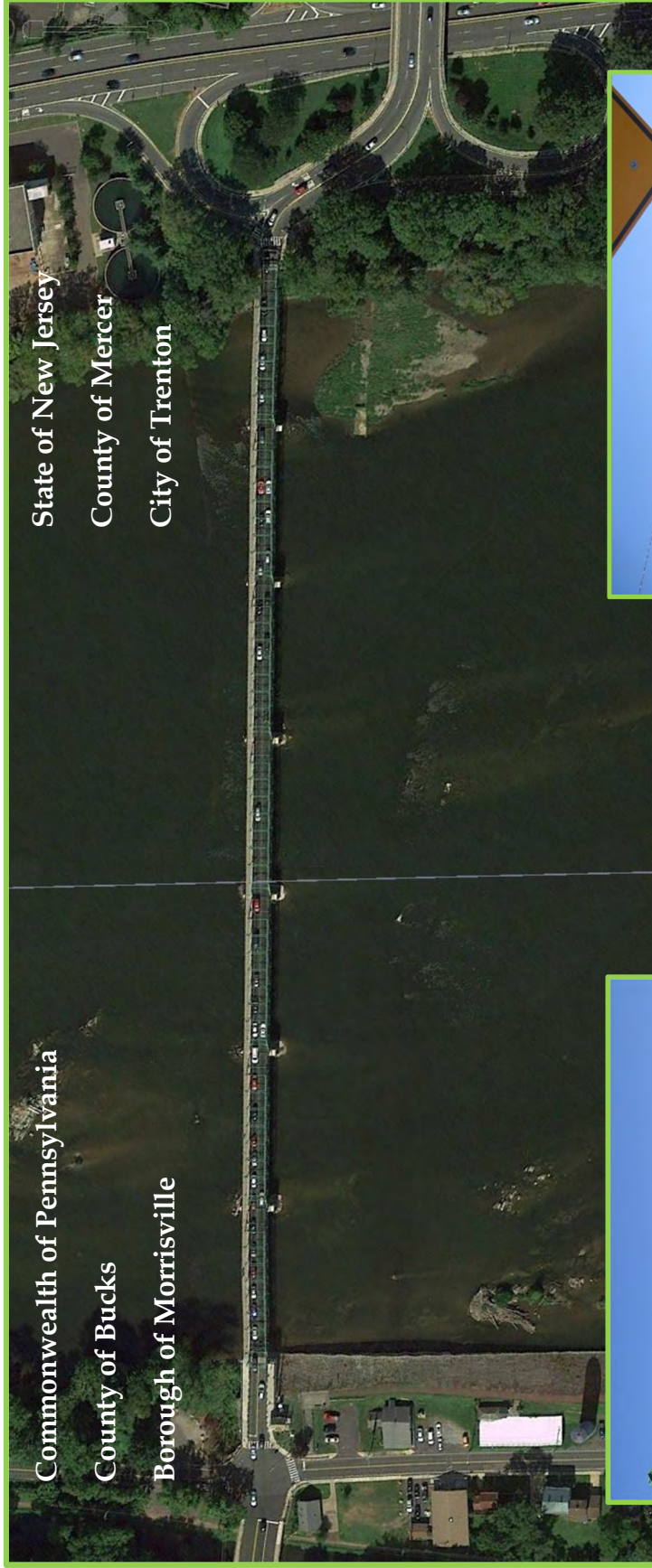
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Lower Trenton Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2016	2017	
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
This bridge was rehabilitated in 1997.					
670	Lower Trenton Toll Supported Bridge "Trenton Makes" Sign Replacement	\$671,238	\$125,625	\$545,613	\$671,238
BRIDGES SUB TOTAL		\$671,238	\$125,625	\$545,613	\$671,238
<u>Facilities and Grounds</u>					
LTTSB	Unforeseen Projects	\$391,661	\$25,000	\$25,622	\$50,622
699	Lower Trenton Toll Supported Bridge, NJ Approach Traffic Signal Upgrades	\$657,500	\$657,500	\$0	\$657,500
FACILITIES AND GROUNDS SUB TOTAL		\$1,049,161	\$682,500	\$25,622	\$708,122
TOTAL COST		\$1,720,399	\$808,125	\$571,235	\$1,379,360

CALHOUN STREET
TOLL-SUPPORTED BRIDGE
(Structure No. 60)



CALHOUN STREET TOLL-SUPPORTED BRIDGE

GENERAL

CALHOUN STREET TOLL-SUPPORTED BRIDGE

(7 span, wrought iron Phoenix Pratt Truss)

The Calhoun Street Toll-Supported Bridge (Structure No. 60) is one of three bridges constructed to connect Trenton, New Jersey and Morrisville, Pennsylvania. The truss was built in 1884 and the stone masonry substructure was built in 1859.

The structure is a seven span, wrought iron, pin connected Phoenix Pratt Truss with a total length of approximately 1,274 feet. The open steel grid deck provides a curb to curb width of 18 feet, 6 inches. A timber plank sidewalk is supported by the upriver truss on steel cantilever brackets.

The structure is currently posted for a 3 ton weight limit restriction and a 15 mph speed limit. The structure is also posted for an 8 foot vertical clearance on the bridge roadway.

A comprehensive rehabilitation of the structure was completed under Contract No. TS-447A in 2010. Major work items performed during this rehabilitation included floor system, deck and sidewalk replacement, truss repairs, cleaning and painting of existing superstructure steel, substructure repairs and approach roadway work.

Contract No. T/TS-476A-1 Substructure Repair and Scour Remediation - District 1, included underwater concrete repairs to the footings at Piers 4, 5 and 6. This work was completed in 2010. Contract No. T/TS-573A included underwater footing repairs at Piers 1, 2 and 3, and was completed in 2012.

CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the southwest Pennsylvania approach and the southeast New Jersey approach of the Calhoun Street Toll-Supported Bridge.

SIGNIFICANT FINDINGS

An interim inspection was performed on April 1, 2015 due to the posted structure weight limit of 3 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

CALHOUN STREET TOLL-SUPPORTED BRIDGE

(7 span, wrought iron Phoenix Pratt Truss)

The structure is in overall good condition.

The deck is in good condition.

The approach roadways are in good condition.

The superstructure and substructure are in good condition.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure units below the waterline were found to be in satisfactory condition. For additional information see the final Contract No. C-605A report.

CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall satisfactory condition. There is evidence of water infiltration through the roof with water staining noted in the ceiling insulation and tiles. The east shelter window leaks and the floor tiles are in poor condition. The vinyl flooring throughout the shelter is delaminating. The exterior floor drain is clogged and can potentially lead to flooding problems in the shelter basement. The steps at the base of the shelter foundation exhibit movement creating a gap between the steps and the shelter.

The New Jersey officer shelter is in overall good condition.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

CALHOUN STREET TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Replace the missing stones at substructure units (4 SF)
 - Remove debris at substructure units (25 CY)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall satisfactory condition.

The New Jersey officer shelter is in overall good condition.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Calhoun Street Toll-Supported Bridge

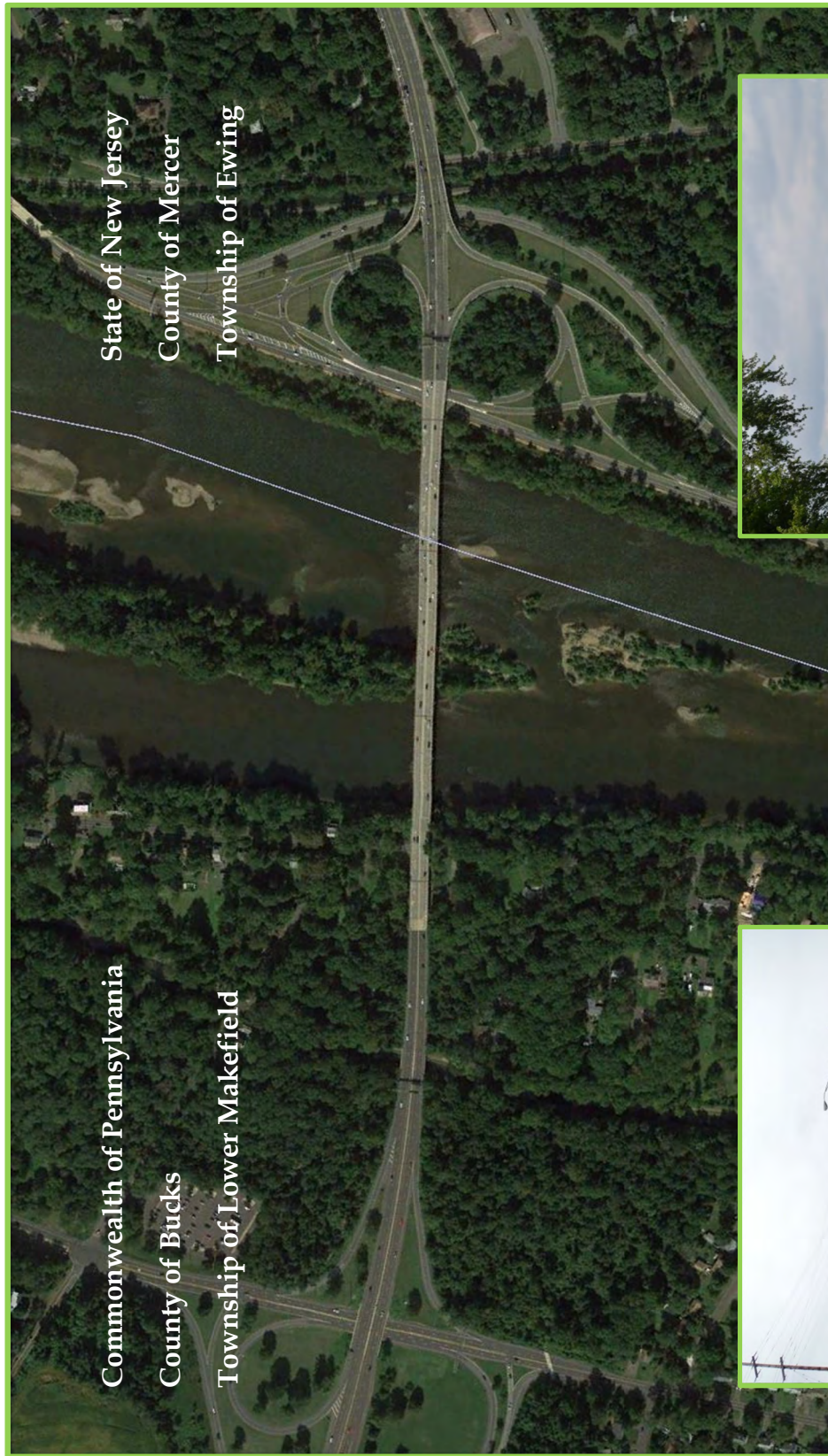
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund 2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2010					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
CSTSB	Unforeseen Projects	\$318,413	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$318,413	\$25,000	\$25,622	\$50,622
TOTAL COST		\$318,413	\$25,000	\$25,622	\$50,622

SCUDDER FALLS

TOLL-SUPPORTED BRIDGE

(Structure Nos. 80, 81 & 82)



SCUDDER FALLS TOLL-SUPPORTED BRIDGE

GENERAL

SCUDDER FALLS TOLL-SUPPORTED BRIDGE

(10 span, riveted steel plate girder)

The Scudder Falls Toll-Supported Bridge (Structure No. 80) carries Interstate 95 over the Delaware River from Lower Makefield Township, Pennsylvania to Ewing Township, New Jersey.

The main river bridge is a ten span, riveted steel plate girder structure consisting of two span continuous deck girders and alternating cantilever spans. Built by the Commission in 1959 and opened to traffic on June 22, 1961, the bridge carries two dual roadways each having a curb to curb width of 27 feet with a concrete median barrier, and flanked by an upstream and downstream safety walk. The total length of the bridge is 1,744 feet. The substructure units are reinforced concrete, with stone facing on the piers.

The posted speed limit on the bridge approach roadways is 55 mph. The Commission's jurisdiction at this crossing also includes two Pennsylvania approach overpasses, one at the Pennsylvania Canal and the other at Taylorsville Road.

The deck joints were replaced in 2006 under Contract No. TS-393C.

Based upon conclusions contained in its 2002 Southerly Crossings Corridor Study, the Commission will replace the existing Scudder Falls Bridge. The Replacement Project will also re-construct and widen the Pennsylvania and New Jersey approach roadways; and, reconstruct and reconfigure the Taylorsville Road interchange in Pennsylvania and the NJ Route 29 Interchange in New Jersey. The Commission completed the Environmental Documentation and Preliminary Design phase of the Project in 2012 with the issuance of Federal approval for the project. The Commission has initiated the necessary long-lead work tasks including archaeological investigations, environmental permitting, right-of-way acquisition, and stormwater management design required for plans to replace the Scudder Falls Bridge.

The bridge replacement project is projected to be the largest single capital undertaking in the Commission's history – approximately \$344 million – providing new capacity and new safety upgrades to meet both current and future traffic demands along I-95 in Pennsylvania, at the bridge's two adjoining interchanges in New Jersey and Pennsylvania, and on the bridge itself. The current four-lane bridge with no breakdown shoulders, ranks as one of the most heavily travelled river crossings among the 20 bridges in the Commission's system.

The Pennsylvania Turnpike Commission has begun construction of a new interchange, which will provide a direct link from the Turnpike to I-95 in Bucks County. Once completed the Pennsylvania turnpike will be re-designated as I-95 from the new interchange east to the connection with the New Jersey Turnpike at the Delaware River. The existing I-95 roadway north of the new interchange through Bucks County including the Scudder Falls Bridge is currently conditionally approved by AASHTO to be re-designated as I-395. The states continue to discuss the anticipated route number revision with a decision anticipated in the near future. The Pennsylvania Turnpike Commission interchange project is currently under construction and is scheduled to be completed in 2017.

The proposed Scudder Falls Bridge Replacement Project area extends 4.4 miles along I-95 – from the PA State Route 332 interchange in Bucks County, Pennsylvania to the Bear Tavern Road interchange in Mercer County, New Jersey. The work will include a complete replacement of the existing four-lane Scudder Falls Bridge over the Delaware River with six lanes of through traffic (three in each direction), two auxiliary lanes northbound for entry/exit travel, and one auxiliary lane southbound for entry/exit travel.

Other major components of the project include:

- Widening of I-95 from the PA State Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway).
- Reconfiguration of the I-95/Taylorsville Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp.
- Reconstruction and reconfiguration the I-95/NJ Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95.
- Addition of a bicycle and pedestrian facility on the new upstream structure carrying southbound traffic.
- Addition of noise-abatement walls along the New Jersey and Pennsylvania approach roadways.
- Constructing an All Electronic Tolling gantry for collecting tolls into Pennsylvania.
- Constructing a new Bridge Monitor Building that will house Commission staff, ESS, IT and All Electronic Tolling equipment.

To fully finance the multi-faceted project, the Commission's traffic, revenue and financing analysis has indicated a need to toll the facility at some future date due to the absence of federal and state transportation funding. The Commission will implement All Electronic Tolling (AET) on the new Scudder Falls Bridge in the southbound direction only. This will be the Commission's first AET facility, which will collect tolls at prevailing highway speeds, eliminating the need for a traditional toll plaza. The FHWA has determined there is no need for a tolling agreement for the facility.

PENNSYLVANIA CANAL OVERPASS

(1 span, simply supported, steel multi-stringer)

The Pennsylvania Canal Overpass (Structure No. 81) carries Interstate Route 95 over the Pennsylvania Canal in Lower Makefield Township, Pennsylvania. The structure is an approach bridge to the main Scudder Falls Toll-Supported Bridge that crosses the Delaware River.

The Pennsylvania Canal Overpass is a simple span, concrete deck, multi-stringer structure founded on reinforced concrete abutments on footings, which are supported by steel bearing piles. Opened to traffic on June 22, 1961, the bridge carries two dual roadways each with a curb to curb width of 37 feet with a concrete median barrier and shoulders. The total span length of the bridge is 61 feet, 4 inches. This structure will be replaced with a new, wider structure as part of the Scudder Falls Bridge Replacement project.

The deck was replaced in 1982.

TAYLORSVILLE ROAD OVERPASS

(3 span, simply supported, steel multi-stringer)

Taylorsville Road Overpass (Structure No. 82) carries Interstate 95 over Taylorsville Road in Lower Makefield Township, Pennsylvania and provides access to the main Scudder Falls Toll-Supported Bridge over the Delaware River. The bridge was built in 1959 and opened to traffic on June 22, 1961.

The structure is a three span, concrete deck, multi-stringer structure founded on reinforced concrete abutments and piers on footings that are supported by cast in place concrete piles. The bridge carries two dual roadways each with a curb to curb width of 44 feet with a concrete median barrier and shoulders. The total length of the structure is 138 feet. This structure will be replaced as part of the Scudder Falls Bridge Replacement project. The new structure will be wider and longer due to the widening of Taylorsville Road as part of the Scudder Falls Bridge Replacement project.

SIGNIFICANT FINDINGS

An interim inspection was performed on August 3, 2015 due to material losses throughout the steel superstructure adjacent to the deck joints. The Bridgemaster and MPT were used to access the superstructure adjacent to the deck joints. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

SCUDDER FALLS TOLL-SUPPORTED BRIDGE

(10 span, riveted steel plate girder)

The structure is in fair condition.

The deck is in fair condition. The top of deck typically exhibits numerous transverse cracks. Numerous concrete patches were noted throughout the top of deck with several deteriorated patches. The underside of deck exhibits random spalls and transverse cracking with exposed and corroded reinforcement up to 15% of the total deck area.

The approach roadways and associated ramps are in satisfactory condition. Deteriorated asphalt was noted at numerous locations more prevalent adjacent to the concrete headers. The approach roadways and ramps exhibit several small spalls and medium to wide cracks.

The superstructure is in fair condition. Several stringers exhibit horizontal cracks in the web and material losses at the bottom flange in Spans 2, 5, 6, 8 and 9 adjacent to the retrofit bearings. Floorbeam 3 in Span 6 exhibits a crack in the tie plate over the south girder which is arrested by the connection bolt hole. There have been no signs of crack propagation since the previous inspection. Sheared anchor bolts are present at the south tie plate of Floorbeam 2 in Span 3 (1 of 8), the north tie plate of Floorbeam 1 in Span 4 (1 of 8), the north tie plate of Floorbeam 6 in Span 5 (1 of 8), the north tie plate of Floorbeam 2 in Span 6 (1 of 8), and the north tie plate of Floorbeam 2 in Span 9 (3 of 8). The structural steel members exhibit large areas of peeling paint and surface rust with minor material losses. Light to moderate surface rust was noted in hangers and pin washers with minor isolated material losses arrested with paint in hanger plates.

The substructure is in good condition.

An underwater inspection was performed in 2013 under Contract No. C-605A. The substructure units below the waterline were found to be in good condition. For additional information see the final Contract No. C-605A report.

An underwater inspection was again performed in November 2015 under Task Order Assignment No. C-628A-4. No changes in conditions were found.

PENNSYLVANIA CANAL OVERPASS

(1 span, simply supported, steel multi-stringer)

The structure is in overall fair condition.

The deck and approach roadway are in good condition.

The superstructure is in fair condition. Heavy laminar rust is typical at the stringer ends and bearings. Up to 1/16" material loss was noted at the bottom flange and base of web at Stringers S1, and S7 through S15.

The substructure is in satisfactory condition. Areas of spalling with exposed reinforcement were noted on the abutments.

TAYLORSVILLE ROAD OVERPASS

(3 span, steel multi-stringer)

The structure is in overall fair condition.

The deck is in satisfactory condition. The underside of deck exhibits areas of fine map cracking with efflorescence and water stains in all spans. The top of deck exhibits minor asphalt wearing with several longitudinal and transverse cracks.

The approach roadway is in good condition.

The superstructure is in fair condition. Stringers exhibit moderate to heavy laminar rust with material losses up to 1/8" at the bottom flange and base of web. Stringer S14 in Span 2 exhibits moderate impact damage (up to 3" out of plane bending) at the bottom flange over the right northbound lane. Heavy laminar rust is typical at the bearings with heavy debris accumulation surrounding the bearing seats. Stringer S3 (2 of 2), Stringer S13 (2 of 2), and Stringer S14 (1 of 2) exhibit sheared anchor bolts at the east abutment.

The substructure is in fair condition. The east abutment backwall exhibits a spall with exposed reinforcement and hollow concrete at the north end. Fine to medium vertical cracks were noted at several substructure units. Failed concrete repairs with exposed rusted reinforcement were noted at the underside of Pier 2 cap and the corner of Column 1.

CONCLUSIONS

Based on the findings of the 2014 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

SCUDDER FALLS TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition. Due to the age and deteriorating condition, the concrete bridge deck is approaching the end of its useful service life. In the absence of the bridge replacement project, a bridge deck condition survey should be performed in the near future to better determine the extent of deterioration and remaining service life. Non Destructive Testing (NDT) of the pin and hanger system should be performed concurrently with the bridge deck condition survey.

- Items to be included in future repair contract (in the absence of the bridge replacement project):
 - Replace the sheared anchor bolts with A325 high strength bolts at several tie plates (8 total)
 - Re-attach all disconnected bridge rails, replace all cracked sections of the bridge railing, and replace all missing sections of the bridge railing
 - Clean and paint the steel superstructure (275,000 SF)
 - Clean and coat the underdeck spalling (30 SF)
 - Concrete bridge deck replacement
 - Spall repair at substructure units (25 SF)
 - Repoint stone masonry at substructure units (275 LF)
 - Remove debris at substructure units (226 CY)
 - Place riprap at substructure units (80 CY)
 - Repair deteriorated and broken catwalk members

The existing deck is over 50 years old, has exceeded its expected useful life, and requires ongoing lane closings for the repair of deck spalls. The deck deterioration is accelerating quickly with some recent spalls penetrating the full depth of the deck. Replacement of the concrete deck is estimated to cost approximately \$45-50 million. Because of the type of bridge superstructure details, the deck replacement would require reducing the number of lanes to one lane in each direction for staged construction for a duration of 24 to 30 months resulting in significant regional traffic delays.

In 2014 the Commission completed a study to determine the repairs to the Scudder Falls Bridge. This study was prompted by the deteriorating condition of the bridge deck, and increasing number of deck repairs by the Commission's Maintenance Forces over the past few years. As a result of the Study, the Commission is preparing construction plans for a deck repair project, to be performed in 2015. The Repair contract will address the deck spall repairs only, and is intended to extend the useful life of the bridge deck until the Replacement Bridge can be constructed.

To address the ongoing deck repairs, the Scudder Falls Interim Deck Repairs Contract No. TS-677A has been advanced to perform concrete deck repairs until the Scudder Falls Bridge

Replacement contract begins. Existing deck repairs included in this contract were completed in August 2015. This contract will now continue on an as-needed basis over the next 2 to 3 years to maintain the safety and rideability of the roadway.

Final Design of the Scudder Falls Bridge Replacement Project began in March 2015 under Contract No. C-660A. Management and oversight of the Final Design by AECOM under their current Design Management Consultant contract continued under Task Order Assignment C-502A-2G. Included in the C-660A contract was the preparation of construction plans for two (2) construction contracts to be completed in advance of the main Construction contract. The first is Contract T-667A Tree Clearing contract, which will be completed in two (2) phases in order to avoid the tree removal restrictions associated with the Indians Bat foraging season. The second contract, Pennsylvania Noise Wall construction, will commence in the 2nd quarter of 2016.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

PENNSYLVANIA CANAL OVERPASS

The structure is in overall fair condition.

- Items to be included in future repair contract (in the absence of the bridge replacement project):
 - Clean and paint the bearings throughout the structure (30 total)
 - Clean and paint the steel superstructure (8,400 SF)
 - Clean and epoxy coat the bridge seats (740 SF)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

TAYLORSVILLE ROAD OVERPASS

The structure is in overall fair condition.

- Items to be included in future repair contract (in the absence of the bridge replacement project):
 - Clean and paint the bearings throughout the structure (90 total)
 - Clean and paint the steel superstructure (18,100 SF)
 - Remove any loose concrete surrounding the spalls at the east abutment and Pier 2, clean and epoxy coat any exposed reinforcement and patch (60 SF)
 - Clean and epoxy coat the bridge seats (800 SF)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

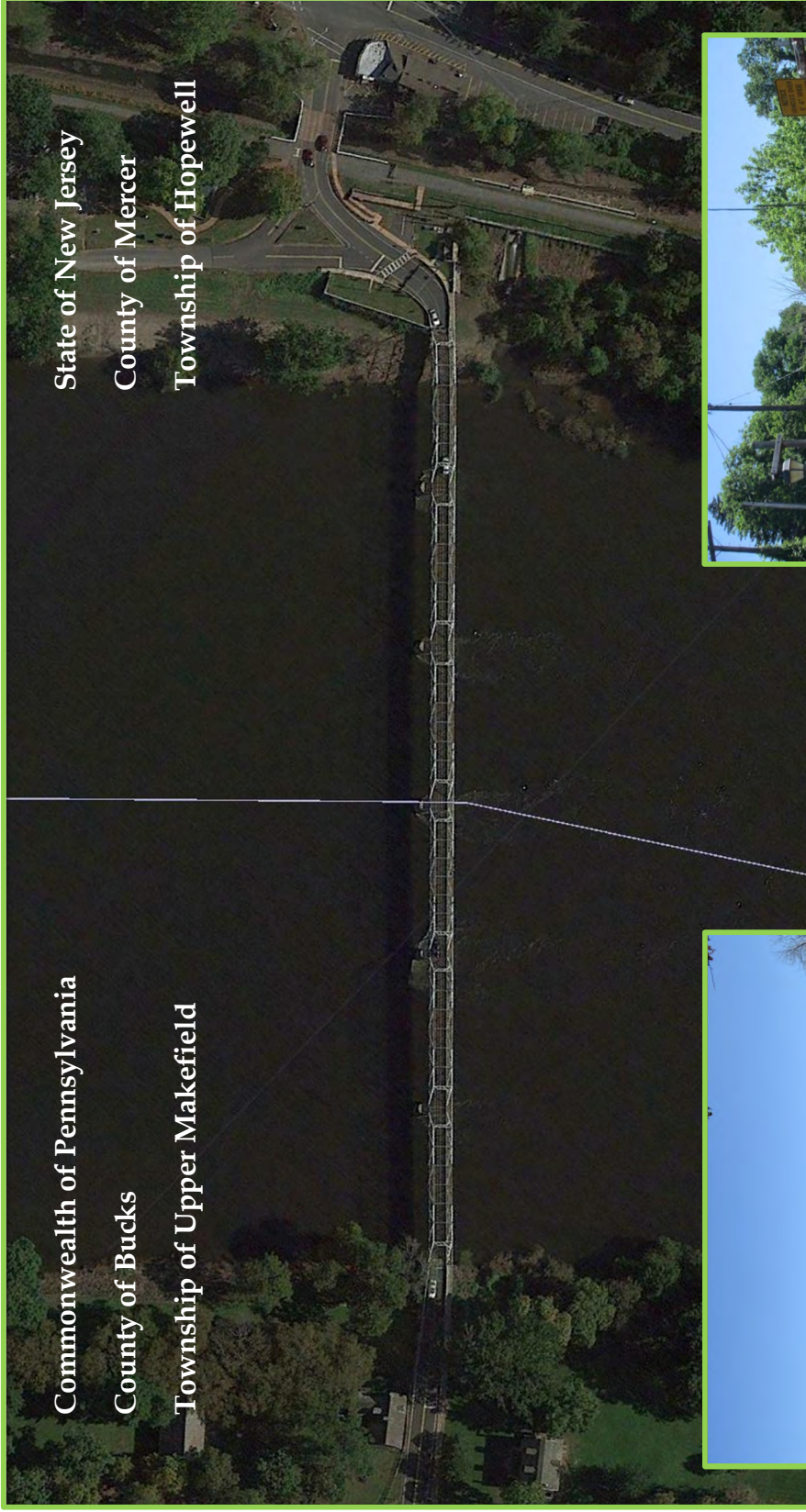
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Scudder Falls Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund 2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
393	Prelim. Engineering & Environmental Doc. for the Scudder Falls (I-95) Improvements	\$13,126,249	\$0	\$0	\$0
660	I-95/Scudder Falls Replacement	\$369,195,585	\$23,960,217	\$49,963,495	\$73,923,713
677	Scudder Falls Bridge Interim Deck Repairs	\$1,212,543	\$47,100	\$48,271	\$95,371
BRIDGES SUB TOTAL		\$383,534,376	\$24,007,317	\$50,011,767	\$74,019,084
<u>Facilities and Grounds</u>					
SFTSB	Unforeseen Projects	\$549,276	\$75,000	\$76,865	\$151,865
FACILITIES AND GROUNDS SUB TOTAL		\$549,276	\$75,000	\$76,865	\$151,865
TOTAL COST		\$384,083,652	\$24,082,317	\$50,088,632	\$74,170,949

WASHINGTON CROSSING
TOLL-SUPPORTED BRIDGE
(Structure No. 100)



WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE

GENERAL

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE

(6 span, double Warren Truss)

The Washington Crossing Toll-Supported Bridge (Structure No. 100) connects Mercer County Route 546 in Hopewell Township, New Jersey with PA Route 532 (George Washington Memorial Boulevard) in the Township of Taylorsville in Upper Makefield, Pennsylvania.

The structure is a six span double Warren Truss, with a total length of approximately 877 feet. The steel superstructure was built in 1904. The substructures, composed of rubble stone faced masonry, are from the original construction in 1831. The open steel grid deck provides a curb to curb width of only 15 feet. The downstream side of the truss supports a cantilevered, wood planked sidewalk.

The structure is currently posted for a 3 ton weight limit restriction and a 15 mph speed limit. The structure is also posted for an 8 foot vertical clearance for the bridge roadway.

The deck joint support system was repaired under Contract No. TS-428A in 2005. This Contract consisted of repairing and replacing riser beams. High priority substructure repairs were also completed under this contract due to post flood damage.

The structure was rehabilitated under Contract No. TS-442A in 2010. This contract included drainage repairs to the Pennsylvania abutment, reconstruction of abutment backwalls and deck joints, miscellaneous substructure and superstructure repairs and re-facing of Pier 2 to match the historic appearance of the other piers, and pedestrian sidewalk repairs.

Contract No. T/TS-573A, Substructure Repair & Scour Remediation, Toll & Toll-Supported Bridges, Districts 1, 2 & 3 included underwater scour remediation around the aprons at Piers 3, 4 & 5 and masonry repointing and stone replacement at Pier 5. This contract work was completed in 2012.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the southeast approach corner of the Washington Crossing Toll-Supported Bridge.

SIGNIFICANT FINDINGS

An interim inspection was performed on April 1, 2015 due to the posted structure weight limit of 3 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE

(6 span, double Warren Truss)

The structure is in overall fair condition.

The deck is in good condition.

The approach roadway is in good condition.

The superstructure is in fair condition. The lower chord exhibits impact damage at the north truss from panel points L2 to L4, and L7 to L8 in Span 3, L7 to L8 in Span 4, L1 to L5 in Span 5, and L1 to L3 in Span 6. The lower chord gusset plates typically exhibit areas of 1/8" material loss with several exhibiting vertical bending / bowing. Light to moderate rust was noted at the floor system in all spans. The top flange of all floorbeams between Stringers S5 through S7 exhibit up to 1/8" pitting.

The substructure is in good condition.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure units below the waterline were noted to be in satisfactory condition. For additional information see the final Contract No. C-605A report.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
 - Clean and paint the steel superstructure
 - Straighten and strengthen the bent and bowed gusset plates
 - Repair structural steel including floor system and lower chord members
 - Replace concrete bag scour protection at substructure units (160 bags)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

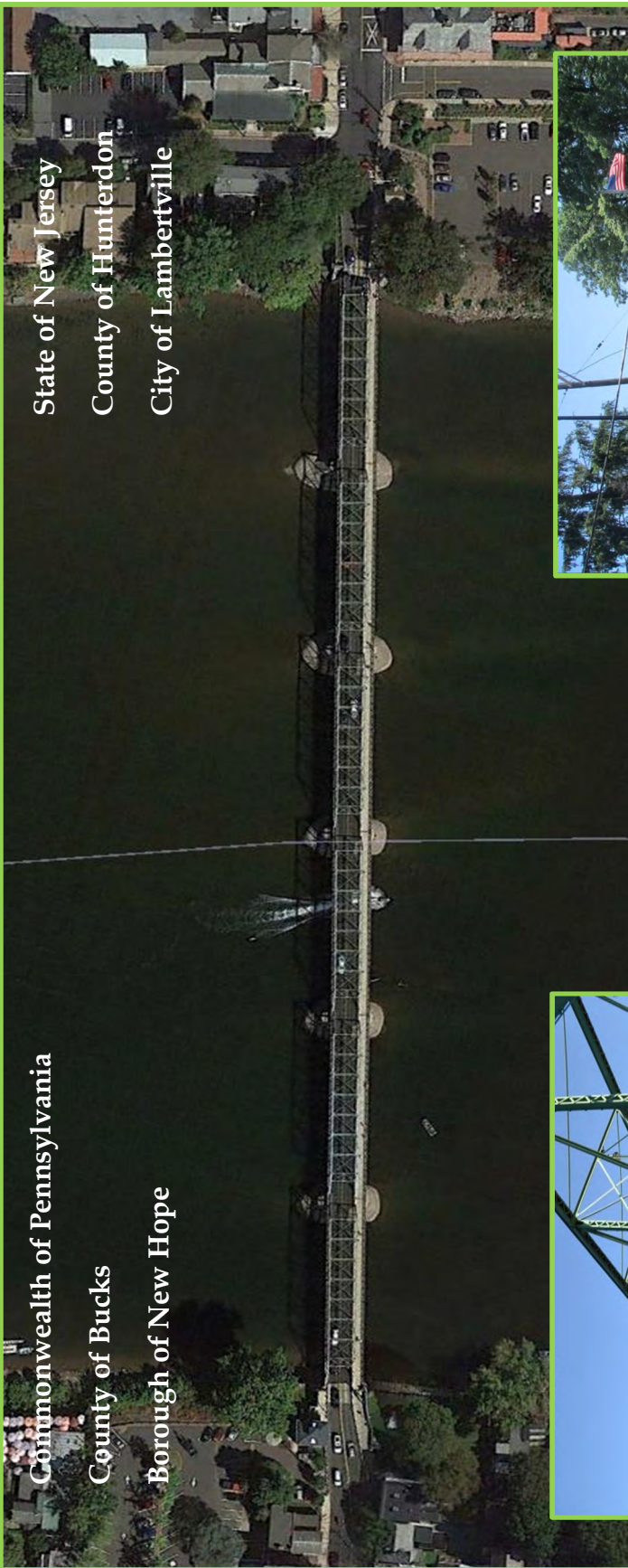
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Washington Crossing Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2016	2017	
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
Phase 1 rehabilitation was completed in 2010.					
671	Washington Crossing Toll-Supported Bridge Priority Repairs	\$429,790	\$429,790	\$0	\$429,790
697	Washington Crossing Toll-Supported Bridge Replacement	\$33,491,399	\$0	\$305,609	\$305,609
BRIDGES SUB TOTAL		\$33,921,189	\$429,790	\$305,609	\$735,399
<u>Facilities and Grounds</u>					
WCTSB	Unforeseen Projects	\$294,913	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$294,913	\$25,000	\$25,622	\$50,622
TOTAL COST		\$34,216,103	\$454,790	\$331,231	\$786,021

NEW HOPE-LAMBERTVILLE
TOLL-SUPPORTED BRIDGE
(Structure No. 120)



NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE

GENERAL

NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE

(6 span, pin connected Pratt Truss)

The New Hope-Lambertville Toll-Supported Bridge (Structure No. 120) connects Bridge Street in New Hope, Pennsylvania to Lambertville, New Jersey.

The structure, constructed in 1904, is a six span pin connected Pratt Truss with a total length of approximately 1,056 feet. The open steel grid deck provides a curb to curb width of 20 feet 7 inches. A timber plank sidewalk, installed in 1982, and replaced in 2004 with fiberglass panels, is supported on the downstream side by steel cantilever brackets. Abutments, wingwalls and piers are ashlar faced masonry; the piers are stone filled. All substructure units are from original construction in 1814.

The structure is currently posted for a 4 ton weight limit restriction and a 15 mph speed limit.

The structure was rehabilitated under Contract No. TS-370A in 2004. Major work items performed under this contract included floor system, deck and sidewalk replacement, superstructure and substructure repairs and cleaning and painting of existing structural steel. Priority repairs to Pier 2 were completed in 2007 under Contract No. DB-457B.

Contract No. T/TS-476A-1 Substructure Repair & Scour Remediation - District 1, included above water repairs to all five (5) piers and both abutments including masonry repointing and replacement of stone masonry. Spall repairs were also completed at Pier 5. This work was completed in 2010. Contract No. T/TS-573A included replacement of stone masonry and repointing at the NJ abutment. This work was completed in 2012.

NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the northwest and southeast approach corners of the New Hope-Lambertville Toll-Supported Bridge. At the Pennsylvania side of the bridge there is a Commission owned former firehouse that primarily functions as a storage facility for the Commission.

SIGNIFICANT FINDINGS

An interim inspection was performed on April 1, 2015 due to the posted structure weight limit of 4 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE

(6 span, pin connected Pratt Truss)

The structure is in overall satisfactory condition.

The deck and approach roadway are in good condition.

The superstructure is in satisfactory condition. Several north and south truss lower chord member's exhibit impact damage in Spans 1 through 5. Many truss member's exhibit minor section losses that have been arrested by paint. Minor isolated areas of rust were noted throughout the floor system.

The substructure is in good condition.

An underwater inspection was performed in 2012 under Contract No. C-605A. The substructure units below the waterline were found to be in satisfactory condition. For additional information see the final Contract No. C-605A report.

NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania and New Jersey officer shelters are in overall good condition.

The firehouse is in overall poor condition. The exterior exhibits cracks in the brick around the windows and corners due to rusting and/or expansion of the shelf angles and lintels above the windows. The eaves at the roof are rotting and the interior exhibits cracks in the walls around the windows, water damage and rotting door frames.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Replace the deteriorated anchor bolts at the following locations:
 - North truss bearing over west abutment in Span 1 (1 total)
 - South truss bearing over west abutment in Span 1 (3 total)
 - North truss bearing over Pier 1 in Span 1 (2 total)
 - South truss bearing over Pier 1 in Span 2 (1 total)
 - South truss bearing over Pier 3 in Span 4 (1 total)
 - South truss bearing over Pier 4 in Span 5 (1 total)
 - Spall repair at substructure units (4 SF)
 - Repoint stone masonry at substructure units (150 LF)
 - Remove debris at substructure units (33 CY)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

NEW HOPE-LAMBERTVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania and New Jersey officer shelters are in overall good condition.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

The firehouse is in overall poor condition. It is currently being used as a light equipment storage area.

- Items to be included in future repair contract:
 - Consideration should be given to renovating the firehouse to bring it up to current code standards if the usage is to be changed

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

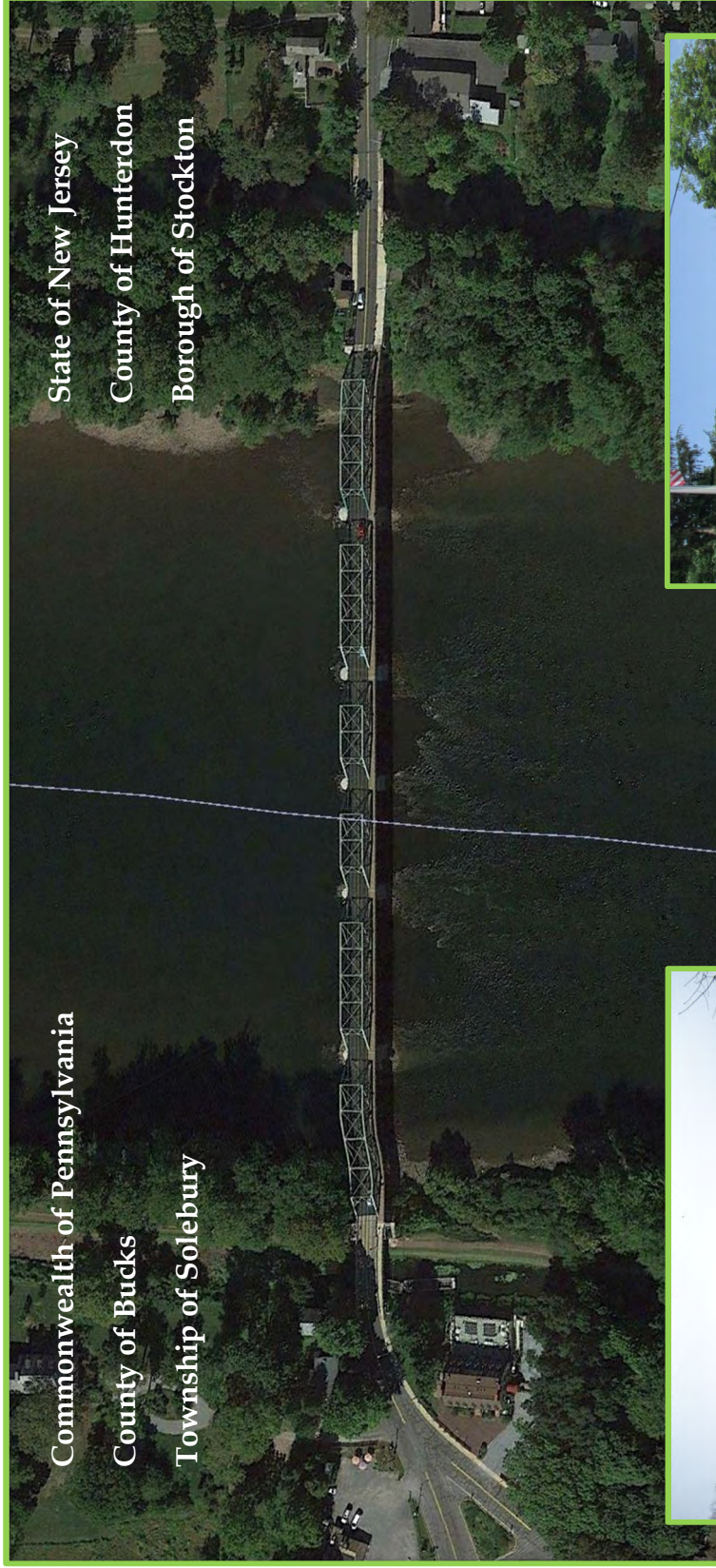
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

New Hope-Lambertville Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund 2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2004					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
NHLTSB	Unforeseen Projects	\$304,913	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$304,913	\$25,000	\$25,622	\$50,622
TOTAL COST		\$304,913	\$25,000	\$25,622	\$50,622

CENTRE BRIDGE-STOCKTON
TOLL-SUPPORTED BRIDGES
(Structure Nos. 160 & 161)



CENTRE BRIDGE-STOCKTON TOLL-SUPPORTED BRIDGE

GENERAL

CENTRE BRIDGE-STOCKTON TOLL-SUPPORTED BRIDGE

(6 span, riveted steel Warren Truss)

The Centre Bridge-Stockton Toll-Supported Bridge (Structure No. 160) connects PA Route 32 in Solebury Township, Pennsylvania to NJ Route 29 in Stockton, New Jersey.

The bridge, opened to traffic in 1927, is a six span, riveted steel Warren Truss structure, with a total length of approximately 825 feet. The open steel grid deck provides a curb to curb width of 20 feet. In addition, a six foot timber plank sidewalk is supported on the downriver truss on steel cantilever brackets. The piers and abutments originally constructed in 1814 from random ashlar masonry are stone filled and rest upon timber crib foundations. In 1926 portions of the piers were encased with reinforced concrete.

The structure is currently posted for a 5 ton weight limit restriction and a 25 mph speed limit. The structure is also posted for a 12 foot vertical clearance for the bridge roadway.

A comprehensive rehabilitation of the Centre Bridge-Stockton Toll-Supported Bridge was completed in 2007 under Contract No. TS-429A. Rehabilitation work included floor system replacement with galvanized steel stringers and floorbeams, deck replacement, sidewalk replacement, truss bearing replacement, cleaning and painting of truss members and substructure spall repairs.

Contract No. T/TS-476A-1 Substructure Repair & Scour Remediation - District 1, included underwater repairs to all five (5) piers including partially grouted riprap around and under portions of the pier aprons. This contract also included above water spall repairs at all five piers and both abutments. This work was completed in 2010.

CENTRE BRIDGE-STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the northeast approach corner of the Centre Bridge-Stockton Toll-Supported Bridge.

PENNSYLVANIA CANAL OVERPASS

(1 span, prestressed concrete adjacent box beams)

The Pennsylvania Canal Overpass (Structure No. 161) carries traffic over the Pennsylvania Canal in Solebury Township, PA. The structure is an approach bridge to the main Centre Bridge-Stockton Toll-Supported Bridge that crosses the Delaware River.

The Pennsylvania Canal Overpass is a simple span, prestressed concrete adjacent box beam structure. The curb to curb width is 20 feet and the span length is 63 feet.

The Pennsylvania Canal Overpass railing and stairway were replaced in 2007 under Contract No. TS-429A. The Canal Overpass was replaced in 1990 under Contract No. TS-303.

SIGNIFICANT FINDINGS

An interim inspection was performed on March 31, 2015 due to the posted structure weight limit of 5 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the main river bridge and the approach structure are capable of safely supporting the posted load.

CENTRE BRIDGE-STOCKTON TOLL-SUPPORTED BRIDGE

(6 span, riveted steel Warren Truss)

The structure is in overall satisfactory condition.

The deck and approach roadway are in good condition.

The superstructure is in satisfactory condition. Many lower chord gusset plate's exhibit areas of 1/8" material losses. The north truss lower chord typically exhibits up to 1/8" material loss and edge loss to the horizontal top angles at both the inboard and outboard sides adjacent to connections with gusset plates. These material losses have been arrested by paint.

The substructure is in satisfactory condition. Deteriorated concrete patches, spalls and hollow sounding concrete were noted at several pier cap areas.

An underwater inspection was performed in 2012 under Contract No. C-605A. The substructure units below the waterline were found to be in fair condition. For additional information see the final Contract No. C-605A report.

CENTRE BRIDGE-STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition. The Pennsylvania approach roadway and numerous drainage inlets are in poor condition.

PENNSYLVANIA CANAL OVERPASS

(1 span, prestressed concrete adjacent box beams)

The structure is in overall satisfactory condition. Cracking with efflorescence and delaminated areas of concrete were noted on the concrete abutments.

The deck, and superstructure are in good condition.

CONCLUSIONS

Based on the findings of the 2014 inspections, the main river bridge and the approach structure are capable of safely supporting the posted load.

CENTRE BRIDGE-STOCKTON TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Spall repair at substructure units (30 SF)
 - Gusset plate strengthening
 - Repave the PA approach roadway

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

CENTRE BRIDGE-STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

- Items to be included in a future repair contract:
 - Mill and repave Pennsylvania approach roadway.
 - Replace deteriorated drainage inlets
 - Patch spalls and seal cracks in the concrete walkway

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

PENNSYLVANIA CANAL OVERPASS

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Remove the unsound concrete from the north and south ends of the east and west abutment breastwalls and patch with concrete (20 SF)
 - Clean and epoxy coat the bridge seats and base of access stairs (120 SF)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Centre Bridge-Stockton Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund 2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2007					
685	CB-S TSB Approach Pavement & Stormwater Inlet Improvements	\$478,500	\$478,500	\$0	\$478,500
BRIDGES SUB TOTAL		\$478,500	\$478,500	\$0	\$478,500
<u>Facilities and Grounds</u>					
CBSTSB	Unforeseen Projects	\$304,913	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$304,913	\$25,000	\$25,622	\$50,622
TOTAL COST		\$783,413	\$503,500	\$25,622	\$529,122

LUMBERVILLE-RAVEN ROCK
TOLL-SUPPORTED BRIDGE
(Structure No. 180)



LUMBERVILLE-RAVEN ROCK TOLL-SUPPORTED BRIDGE

GENERAL

LUMBERVILLE-RAVEN ROCK TOLL-SUPPORTED BRIDGE

(5 span, suspension)

The Lumberville-Raven Rock Toll-Supported Bridge (Structure No. 180) connects Solebury Township (Lumberville) in Pennsylvania with Delaware Township (Raven Rock) in New Jersey.

This pedestrian bridge is a five span suspension bridge with straight backstays and a precast waffle style concrete slab held together by longitudinal post tensioning web cables. The floor system is strengthened by cable trusses along each suspension cable. The width of the walkway is 7 feet, 7 inches and the structure length is approximately 693 feet.

The bridge was closed to vehicular traffic in February of 1944. In 1947, the superstructure was re-built on the original 1856 masonry substructure.

A major rehabilitation contract was completed in 1993 that included a new deck slab, pier and abutment repointing, approach sidewalks and bridge lighting.

Contract No. T/TS-573A Substructure Repairs & Scour Remediation, Toll & Toll-Supported Bridges, Districts 1, 2 & 3 included underwater repairs to the aprons and footings at Piers 1, 2 and 3 including tremie concrete fill, toe wall and apron repairs. This contract also included above water work at Piers 1, 2, 3 and 4 including masonry repointing, spall repairs and replacement of stone masonry. This work was completed in 2012.

A comprehensive rehabilitation of the Lumberville Raven Rock Toll-Supported Bridge was completed in 2013 under Contract No. TS-443A. The rehabilitation work included structural steel repairs, cleaning and painting of all structural steel, substructure repairs and reconstruction of Pennsylvania retaining wall.

LUMBERVILLE-RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS

A Commission owned house is located at the southwest corner of the Lumberville-Raven Rock Toll-Supported Bridge. Adjacent to this Commission owned house and property is a retaining wall along the Pennsylvania Canal. The retaining wall was rebuilt under Contract No. TS-443A and was completed in 2013.

SIGNIFICANT FINDINGS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting pedestrian loading.

LUMBERVILLE-RAVEN ROCK TOLL-SUPPORTED BRIDGE

(5 span, suspension)

The structure is in overall good condition.

The deck, superstructure and substructure are in good condition.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure units below the waterline were found to be in satisfactory condition. For additional information see the final Contract No. C-605A report.

LUMBERVILLE-RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS

The house is in overall poor condition and exhibits exterior and interior paint peeling, deteriorated wood porch framing, broken and missing roof shingles, failed window sealers and missing and displaced chimney bricks.

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CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting pedestrian loading.

LUMBERVILLE-RAVEN ROCK TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Remove debris at substructure units (12 CY)
 - Place riprap at substructure units (3 CY)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

LUMBERVILLE-RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS

The house and retaining wall are in overall poor condition. The future use of the house should be evaluated.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

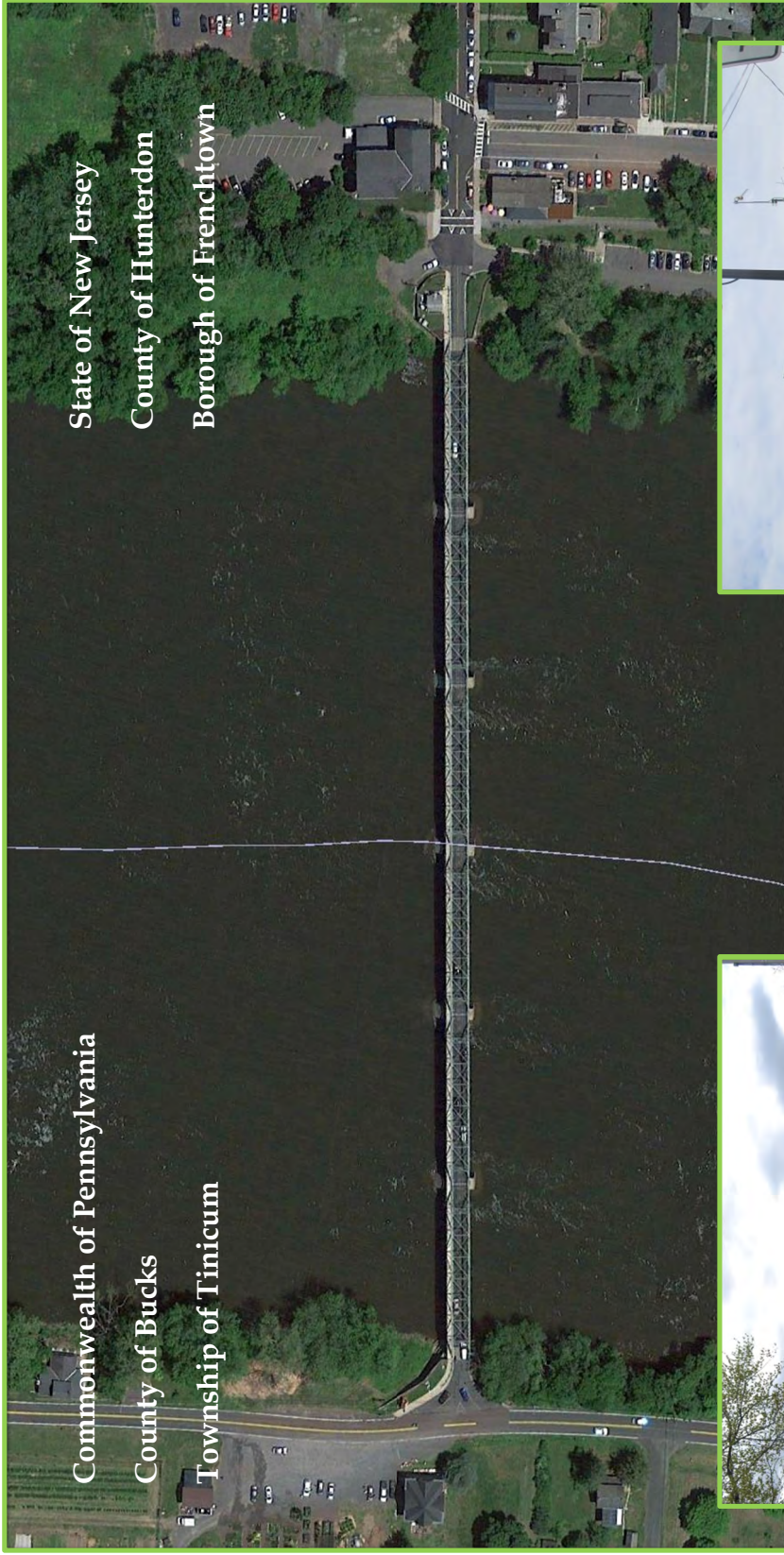
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Lumberville-Raven Rock Toll-Supported Pedestrian Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2013					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
LRRTSB	Unforeseen Projects	\$289,913	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$289,913	\$25,000	\$25,622	\$50,622
TOTAL COST		\$289,913	\$25,000	\$25,622	\$50,622

UHLERTOWN-FRENCHTOWN
TOLL-SUPPORTED BRIDGE
(Structure No. 220)



UHLERTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE

GENERAL

UHLERSTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE

(6 span, riveted steel Warren Truss)

The Uhlerstown-Frenchtown Toll-Supported Bridge (Structure No. 220) carries Bridge Street traffic from Uhlerstown, Tinicum Township in Pennsylvania to Frenchtown, New Jersey.

The bridge, which rests on the original masonry substructure built in 1843, consists of a six span riveted steel Warren Truss structure, built in 1931. The open steel grid deck, added in 1949, provides a curb to curb width of 16 feet 6 inches. The structure is approximately 951 feet in length. A concrete filled steel grid sidewalk is supported by the upstream truss on steel cantilever brackets.

The structure is currently posted for a 15 ton weight limit restriction, a 15 mph speed limit, and a 12 foot 6 inch vertical clearance for the bridge roadway.

The structure was rehabilitated in 2001 under Contract No. TS-363. Major work items included floor system, deck and sidewalk replacement, cleaning and painting of truss members and substructure repointing.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included above water repairs to all five (5) piers and the NJ abutment including masonry repointing, epoxy injection crack sealing and replacement of stone masonry. Spall repairs were also completed at Piers 1 and 4. This work was completed in 2010.

UHLERSTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the northeast approach corner of the Uhlerstown-Frenchtown Toll-Supported Bridge.

SIGNIFICANT FINDINGS

An interim inspection was performed on May 1, 2015 due to the posted structure weight limit of 15 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

UHLERSTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE

(6 span, riveted steel Warren Truss)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition.

An underwater inspection was performed in 2012 under Contract No. C-605A. The substructure units below the waterline were found to be in satisfactory condition. For additional information see the final Contract No. C-605A report.

UHLERSTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

UHLERSTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Spall repair at substructure units (5 SF)
 - Remove debris at substructure units (3 CY)
 - Place riprap at substructure units (105 CY)
 - Epoxy injection crack seal at substructure units (50 LF)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

UHLERSTOWN-FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Uhlerstown-Frenchtown Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2001.					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
UFTSB	Unforeseen Projects	\$304,913	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$304,913	\$25,000	\$25,622	\$50,622
TOTAL COST		\$304,913	\$25,000	\$25,622	\$50,622

UPPER BLACK EDDY-MILFORD
TOLL-SUPPORTED BRIDGE
(Structure No. 240)



UPPER BLACK EDDY-MILFORD TOLL-SUPPORTED BRIDGE

GENERAL

UPPER BLACK EDDY-MILFORD TOLL-SUPPORTED BRIDGE

(3 span, Warren Truss)

The Upper Black Eddy-Milford Toll-Supported Bridge (Structure No. 240) extends over the Delaware River and connects PA Route 32 and Hunterdon County Route 619 via Bridge Street from Upper Black Eddy, Bridgeton Township, Pennsylvania to Milford Borough, New Jersey.

The bridge, constructed in 1933, is a three span Warren Truss structure, with a total length of approximately 700 feet. The original deck consists of concrete filled steel inverted “T’s” and provides a curb to curb width of 20 feet. Both abutments, recapped with reinforced concrete following flood damage, were originally built in 1842 with rubble faced masonry. The piers, built in 1842, are stone filled having also been recapped with reinforced concrete.

The structure is posted for a 15 mph speed limit.

In 1996, a new galvanized plate sidewalk was added to the bridge and is supported on the upriver truss on steel cantilever brackets. Substructure units were repointed in 1998 under Contract No. 347.

A comprehensive rehabilitation was completed in 2011 under Contract No. TS-444A. Major work items included floor system, deck (concrete filled steel grid) and sidewalk replacement, cleaning and painting of truss members and substructure repointing.

UPPER BLACK EDDY-MILFORD TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the northeast approach corner of the Upper Black Eddy-Milford Toll-Supported Bridge.

SIGNIFICANT FINDINGS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting all legal loads.

UPPER BLACK EDDY-MILFORD TOLL-SUPPORTED BRIDGE

(3 span, Warren Truss)

The structure is in overall good condition.

The deck and approach roadways are in very good condition.

The superstructure and substructure are in good condition.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure units below the waterline were found to be in good condition. For additional information see the final Contract No. C-605A report.

UPPER BLACK EDDY-MILFORD TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting all legal loads.

UPPER BLACK EDDY-MILFORD TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Remove debris at substructure units (2 CY)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

UPPER BLACK EDDY-MILFORD TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Upper Black Eddy-Milford Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2010.					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
UBEMTSB	Unforeseen Projects	\$294,913	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$294,913	\$25,000	\$25,622	\$50,622
TOTAL COST		\$294,913	\$25,000	\$25,622	\$50,622

RIEGELSVILLE
TOLL-SUPPORTED BRIDGE
(Structure No. 260)



Commonwealth of Pennsylvania
County of Bucks
Borough of Riegelsville

State of New Jersey
County of Warren
Township of Pohatcong



RIEGELSVILLE TOLL-SUPPORTED BRIDGE

GENERAL

RIEGELSVILLE TOLL-SUPPORTED BRIDGE

(3 span, suspension)

The Riegelsville Toll-Supported Bridge (Structure No. 260) connects Durham Township in Pennsylvania with Pohatcong Township in New Jersey.

The bridge, constructed in 1904, is a three span cable suspension bridge with straight backstays and a total length of approximately 581 feet. The open steel grid deck, supported by a king post floorbeam system, provides a curb to curb width of 15 feet 11 inches. A composite plank sidewalk rests on floorbeam cantilevers on both fascias. The sidewalk railing is actually a double Warren Truss, assisting in strengthening the bridge roadway. The substructure, originally built in 1835, was raised and built up in 1904.

The structure is currently posted for a 3 ton weight limit restriction and a 15 mph speed limit.

Under Contract No. TS-391, bridge repairs were completed on this structure. Work consisted of strengthening towers on the river piers, replacement of hanger blocks connecting vertical hangers to the floorbeams, repair of floorbeam bearings at each end of the floorbeams of the three spans, concrete repair on Pier 2 and concrete crack repairs at the anchorages. The bridge was painted by contract in 1985. A cleaning and pointing contract was completed for the substructure in 1998. Contract No. TS-461A repaired the damaged concrete aprons and additional damage from the Flood of June 2006.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included below water repairs to both piers including concrete apron repairs, epoxy injection crack sealing, tremie concrete and concrete bag remediation. This work was completed in 2010.

In 2010, the structure underwent a complete rehabilitation under Contract No. TS-445A. This rehabilitation included floor system replacement, full cleaning and painting of the superstructure members and substructure repairs and roadway approach work.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the southwest Pennsylvania and southeast New Jersey approach corners of the Riegelsville Toll-Supported Bridge.

SIGNIFICANT FINDINGS

An interim inspection was performed on May 1, 2015 due to the posted structure weight limit of 3 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE

(3 span, suspension)

The structure is in overall good condition.

The deck and approach roadways are in good condition.

The substructure is in good condition.

An underwater inspection was performed in 2011 by under Contract No. C-605A. The substructure units below the waterline were found to be in fair condition. For additional information see the final Contract No. C-605A report.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall good condition.

The New Jersey officer shelter is in overall poor condition. The interior flooring is sagging due to the deterioration of the floor joists due to water damage. The floor is being temporarily supported. The foundation is cracking and settling.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Repoint stone masonry at substructure units (25 LF)
 - Remove debris at substructure units (20 CY)
 - Place riprap at substructure units (32 CY)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall good condition.

The New Jersey officer shelter is in overall poor condition.

- Items to be included in future repair contract:
 - Replace the NJ officer shelter

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Riegelsville Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2010.					
BRIDGES SUB TOTAL		\$0	\$0	\$0	\$0
<u>Facilities and Grounds</u>					
RTSB	Unforeseen Projects	\$294,913	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$294,913	\$25,000	\$25,622	\$50,622
TOTAL COST		\$294,913	\$25,000	\$25,622	\$50,622

NORTHAMPTON STREET
TOLL-SUPPORTED BRIDGE
(Structure No. 280)



NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

GENERAL

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

(3 span, double-cantilever)

The Northampton Street Toll-Supported Bridge (Structure No. 280), just south of the Easton-Phillipsburg Toll Bridge, connects Easton, Pennsylvania to Phillipsburg, New Jersey.

The bridge, although aesthetically resembling a suspension bridge, is a double-cantilever truss structure, adjoined by a center (main) suspended span. The three lane open steel grid deck provides a curb to curb width of 32 feet and a total bridge length of 550 feet.

The current bridge was constructed in 1896, with a major rehabilitation in 2002 under Contract No. TS-365. ***This contract involved the removal the existing paint and application of a new protective coating; replacement of the pedestrian railing, sidewalk support brackets, decking and stringers; steel repairs to the roadway stringers, floorbeams and vertical truss members; and concrete and masonry repairs to the substructure.***

Lighting repairs were completed due to flood damages in 2005 (Contract No. TS-463A) and 2006 (Contract No. TS-467C-1).

The structure is currently posted for a 3 ton weight limit restriction and a 15 mph speed limit.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included under water repairs to both piers including concrete apron repairs, epoxy injection crack sealing, tremie concrete and concrete bag remediation. This contract also included masonry repointing at both abutments. This work was completed in 2010.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A bridge officer shelter is located at the southwest Pennsylvania and northeast New Jersey approach corners of the Northampton Street Toll-Supported Bridge.

SIGNIFICANT FINDINGS

An interim inspection was performed on June 8, 2015 due to the posted structure weight limit of 3 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

(3 span, double-cantilever truss)

The structure is in overall fair condition.

The deck and approach roadways are in good condition.

The superstructure is in fair condition. The floorbeams and stringers typically exhibit 1/8" material loss at the bottom flange and base of web. Several stringers exhibit minor impact damage. Stringer S9 at panel point L10 is bent up to 5" to the south due to impact damage, and the 3rd riser beam from the west exhibits a full length cracked weld at the east side with 3 of 4 missing connection bolts. There are numerous small holes throughout the stringers and the floorbeams more prevalent at connection locations. Impact damage is present at the lower chord in several locations throughout the north and south trusses in Span 2. The upper chord eyebars are loose at both the north and south trusses at members U11U10' and U11U10. These eyebars move up to 1/16" under live load at panel point U11. During temperatures greater than 100 degrees, the north truss upper chord member U10'U11 exhibits bowing of up to 5 1/4" to the south. This bowing appears to be a result of thermal expansion of the bridge and is exaggerated due to possible corrosion at the pin nuts not allowing the eyebar movement to take place. There are 2 steel wire safety cables that run through the cantilever floorbeam brackets at both the north and south overhangs. These cables exhibit light corrosion throughout.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure units below the waterline were found to be in satisfactory condition. For additional information see the final Contract No. C-605A report.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall fair condition. The brick veneer at the corners above the windows exhibits cracks due to expansion and contraction of the framing. Water is penetrating the brick veneer and causing the relief angles to rust and expand damaging the brick. There is evidence of water penetration through the windows and the walls.

The New Jersey officer shelter is in overall good condition.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
 - Replace the damaged cross bracing members
 - Clean the eyebar pins in U10' and U11 to allow for free movement of upper chord members
 - Floor system repairs
 - Bearing repairs
 - Repoint stone masonry at substructure units (30 LF)
 - Repair outlet pipe at substructure units (8 LF)
 - Replace deteriorated and non-functioning ornamental fiber optic lighting on truss eyebars.
 - Replace decking on both sidewalks
 - Replace access hatch doors throughout the top of deck

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania officer shelter is in overall fair condition.

The New Jersey officer shelter is in overall good condition.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Northampton Street Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		
			2016	2017	2 Year Total
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2002.					
590	Northampton Street TSB Floor System Replacement & Rehabilitation	\$10,278,788	\$0	\$760,707	\$760,707
BRIDGES SUB TOTAL		\$10,278,788	\$0	\$760,707	\$760,707
<u>Facilities and Grounds</u>					
NHSTSB	Unforeseen Projects	\$682,593	\$50,000	\$51,243	\$101,243
FACILITIES AND GROUNDS SUB TOTAL		\$682,593	\$50,000	\$51,243	\$101,243
TOTAL COST		\$10,961,382	\$50,000	\$811,951	\$861,951

RIVERTON-BELVIDERE
TOLL-SUPPORTED BRIDGE
(Structure No. 320)



RIVERTON-BELVIDERE TOLL-SUPPORTED BRIDGE

GENERAL

RIVERTON-BELVIDERE TOLL-SUPPORTED BRIDGE

(4 span, riveted steel, double Warren Truss)

The Riverton-Belvidere Toll-Supported Bridge (Structure No. 320) carries Water Street across the Delaware River and connects Riverton, Lower Mount Bethel Township, Pennsylvania with the Town of Belvidere, New Jersey.

The bridge, constructed in 1904, is a four span, riveted steel, double Warren Truss structure, with a total length of approximately 653 feet. The open steel grid deck provides a curb to curb width of 16 feet, 4 inches. In addition, a concrete filled steel grid sidewalk is supported on the upriver truss with steel cantilever brackets.

The piers and the Pennsylvania abutment are rough ashlar faced masonry and stone filled. The piers are supported on timber cribs and lower portions are concrete filled steel sheet piling (1929-32). The New Jersey abutment, including its wingwalls, is constructed of concrete on timber piles.

The bridge is currently posted for an 8 ton weight limit restriction and a 15 mph speed limit.

Comprehensive bridge rehabilitation was completed under Contract No. TS-371A in 2007. Major work items included floor system and sidewalk replacement, cleaning and painting of the superstructure, deck replacement, structural steel repairs, and substructure repairs and Pennsylvania approach repaving.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation - Districts 2 & 3, included spall repairs and epoxy injection crack seal repairs to the aprons at all three (3) piers. Also included in this contract was tremie concrete and concrete bag remediation to the footing at Pier 2 and partially grouted riprap around the aprons at Piers 1 and 3. This work was completed in 2010.

RIVERTON-BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A commission owned storage garage and officer shelter is located at the southeast corner of the bridge. Commission maintenance forces rehabilitated the officer shelter in 2012.

Contract No. TS-505A on the New Jersey approach roadway included crack sealing and overlay of the existing concrete roadway, repair and/or replacement of the sidewalks and curbs and upgrade of the guide rail to current standards. This was completed in 2013.

The storage garage roof was removed and replaced in 2014 through Contract No. T-437A.

SIGNIFICANT FINDINGS

An interim inspection was performed on March 31, 2015 due to the posted structure weight limit of 8 tons. A visual, limited access inspection was performed for controlling members. No significant changes were noted since the previous inspection.

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

RIVERTON-BELVIDERE TOLL-SUPPORTED BRIDGE

(4 span, riveted steel, double Warren Truss)

The structure is in overall good condition.

The deck, approach roadway, superstructure and substructure are in good condition.

The South Truss end diagonal at the Pennsylvania Abutment has sustained vehicle impact damage to the top cover plate and inboard angles. This damaged member should be monitored during future inspections and should be repaired / strengthened in a future repair contract.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure units below the waterline were found to be in satisfactory condition. For additional information see the final Contract No. C-605A report.

RIVERTON-BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

At the time of inspection, the storage garage was observed to be in overall poor condition due to numerous holes and broken panels with vegetation growth throughout the existing roof. The conditions were addressed during the fall of 2014 through Contract No. T-437A.

Storm-water runoff has caused areas of localized soil erosion along the New Jersey and Pennsylvania approaches.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting the posted load.

RIVERTON-BELVIDERE TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
 - Install riprap channel protection around the east and west abutment footings (120 CY)
 - Remove debris at substructure units (20 CY)
 - Perform critical member strengthening at truss member locations as necessary.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

RIVERTON-BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey officer shelter is in overall good condition.

The storage garage is in overall fair condition.

The slopes adjacent to the New Jersey and Pennsylvania approach roadway are in need of stabilization due to storm-water runoff. This work should be performed in a future repair contract.

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

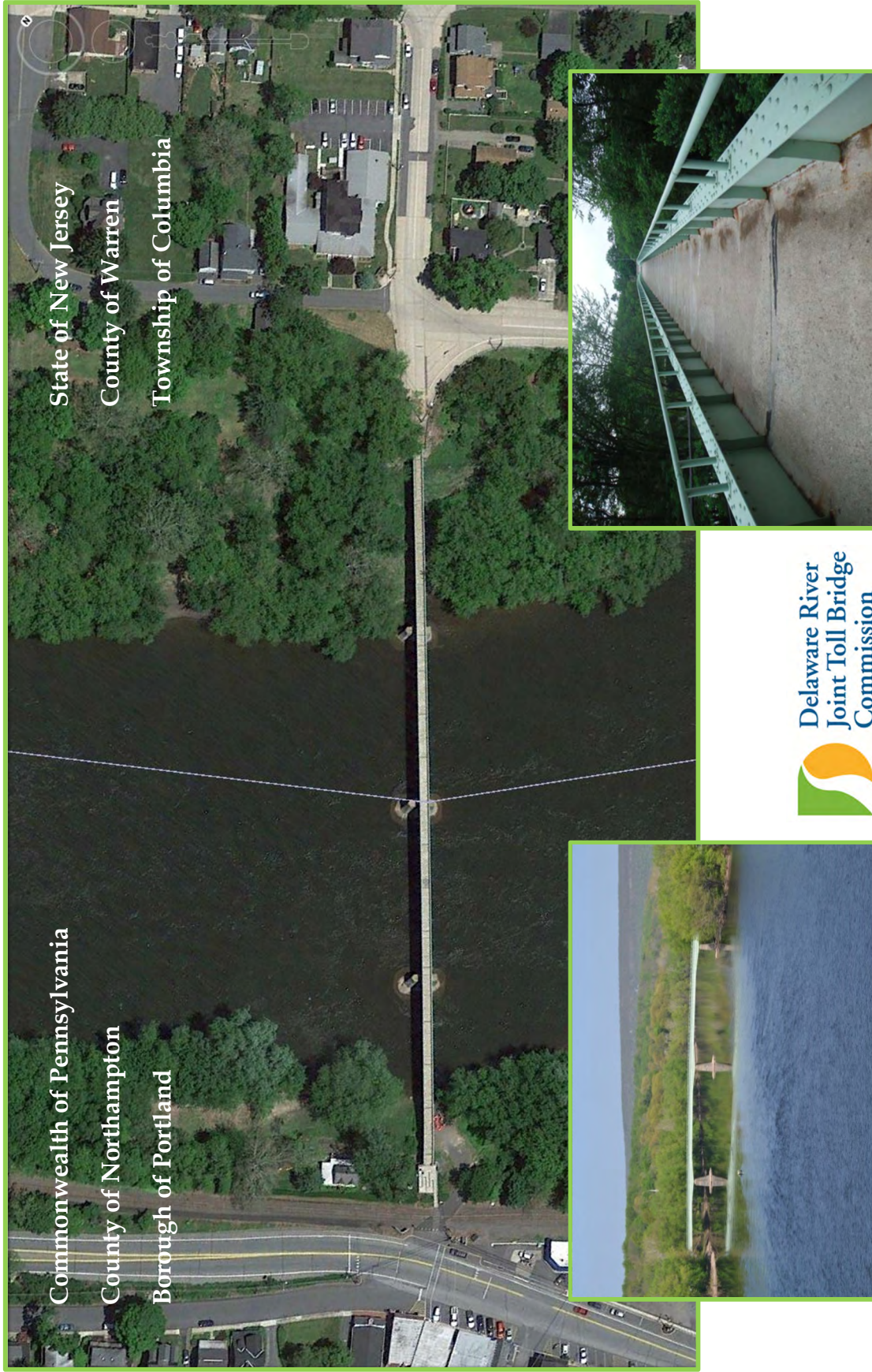
2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Riverton-Belvidere Toll-Supported Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2016	2017	
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
The bridge was rehabilitated in 2007					
650	Riverton – Belvidere TSB Critical Members Strengthening	\$1,941,250	\$1,880,813	\$0	\$1,880,813
BRIDGES SUB TOTAL		\$1,941,250	\$1,880,813	\$0	\$1,880,813
<u>Facilities and Grounds</u>					
RBTSB	Unforeseen Projects	\$304,913	\$25,000	\$25,622	\$50,622
651	Riverton – Belvidere TSB PA & NJ Approach Slope Stabilization	\$121,000	\$95,250	\$0	\$95,250
FACILITIES AND GROUNDS SUB TOTAL		\$425,913	\$120,250	\$25,622	\$145,872
TOTAL COST		\$2,367,163	\$2,001,063	\$25,622	\$2,026,684

PORTLAND-COLUMBIA
TOLL-SUPPORTED BRIDGE
(Structure No. 360)



PORTLAND-COLUMBIA TOLL-SUPPORTED PEDESTRIAN BRIDGE

GENERAL

PORTLAND-COLUMBIA TOLL-SUPPORTED BRIDGE

(4 span, continuous, steel thru-deck girder)

The Portland-Columbia Toll-Supported Pedestrian Bridge (Structure No. 360) connects Portland Borough (Upper Mount Bethel Township), Pennsylvania with Columbia (Knowlton Township), New Jersey, just north of the Portland-Columbia Toll Bridge.

This pedestrian bridge is a four span continuous, thru-deck steel girder system, with a concrete deck and built up girders with a total length of 774 feet. The width of the walkway is 9 feet, 6 inches between girder centers. The present bridge was reconstructed in 1958, following the flood of 1955, and vehicular traffic was diverted to the Toll Bridge.

This bridge was last cleaned and painted in 1998 under Contract No. 346. In 2003, the construction of a handicap accessible ramp at the west approach and bridge deck modifications was completed under Contract No. TS-388. In 2004, drainage and deck modifications were done under Contract No. TS-388A to alleviate ponding of water and corrosion due to improper drainage.

Contract No. T/TS-476A-2 Substructure Repair & Scour Remediation, Toll & Toll-Supported Bridges, Districts 1, 2 & 3 included underwater repairs to all three (3) piers including tremie concrete and concrete bag remediation under the footings and aprons. This contract also included epoxy injection crack sealing of all 3 aprons, masonry repointing at Pier 1 and partially grouted riprap around the apron at Pier 3. This work was completed in 2010.

SIGNIFICANT FINDINGS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting pedestrian loading.

PORTLAND-COLUMBIA TOLL-SUPPORTED BRIDGE

(4 span, continuous, steel thru-deck girder)

The structure is in overall satisfactory condition.

The deck is in satisfactory condition. The top of deck exhibits light to moderate scaling throughout with fine to medium transverse cracks. Several incipient spalls and spalls with exposed rebar are present at the deck underside. The underside of deck also exhibits fine to medium transverse cracks with efflorescence and water stains.

The approach walkways and superstructure are in good condition.

The substructure is in satisfactory condition. The north retaining wall is fractured adjacent to the west abutment breastwall and is displaced 2 1/2" towards the east. No movement was noted since the previous inspection. The top of the northeast retaining wall is displaced 8" towards the west. The east abutment breastwall exhibits spalled and hollow sounding concrete along the base. The east abutment backwall exhibits spalled and hollow sounding concrete patches with medium map cracking at several locations. Fine to wide cracks are typical throughout the substructure units.

An underwater inspection was performed in 2011 under Contract No. C-605A. The substructure units below the waterline were found to be in good condition. For additional information see the final Contract No. C-605A report.

CONCLUSIONS

Based on the findings of the 2014 inspections, the bridge is capable of safely supporting pedestrian loading.

PORTLAND-COLUMBIA TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
 - Remove unsound concrete, clean exposed reinforcement, and patch areas of incipient spalling throughout the underdeck (250 SF)
 - Patch the spalled/hollow concrete at the east abutment backwall (30 SF)
 - Remove debris at substructure units (2 CY)
 - Replace missing stone at substructure unit (1 SF)

For a list of maintenance repair items, see the *2014 Annual Maintenance Report*.

2016-2017 CAPITAL PLAN ESTIMATED EXPENDITURES

Portland-Columbia Toll-Supported Pedestrian Bridge

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	Program Cost	General Reserve Fund		2 Year Total
			2016	2017	
<u>Bridges, Roadways, Sidewalks, and Approaches</u>					
622	Portland - Columbia Ped. TSB Improvements	\$2,237,417	\$0	\$184,691	\$184,691
BRIDGES SUB TOTAL		\$2,237,417	\$0	\$184,691	\$184,691
<u>Facilities and Grounds</u>					
PCTSB	Unforeseen Projects	\$311,992	\$25,000	\$25,622	\$50,622
FACILITIES AND GROUNDS SUB TOTAL		\$311,992	\$25,000	\$25,622	\$50,622
TOTAL COST		\$2,549,409	\$25,000	\$210,313	\$235,313

VEHICLES AND EQUIPMENT
(2016-2017 CAPITAL PROGRAM)

***2016-2017 CAPITAL PLAN
VEHICLES & EQUIPMENT***

**2016 VEHICLES & EQUIPMENT
SUMMARY BY DISTRICT**

DISTRICT 1		
Trenton-Morrisville	\$	262,275
New Hope-Lambertville	\$	187,250
Southern Division Toll-Supported	\$	-
District 1 Total		\$ 449,525

DISTRICT 2		
Interstate 78	\$	429,000
Easton-Phillipsburg	\$	364,000
Northern Division Toll-Supported	\$	65,000
District 2 Total		\$ 858,000

DISTRICT 3		
Portland-Columbia	\$	350,000
Delaware Water Gap	\$	691,800
Milford-Montague	\$	445,000
District 3 Total		\$ 1,486,800

TOTAL 2016 VEHICLES & EQUIPMENT \$ 2,794,325

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

TRENTON - MORRISVILLE

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
Mixer, Concrete Mortar	Maint	20010	1998 Mixer, Concrete Mortar	\$5,775
		3498283	Serial No.	
			License Plate No.	
			Mileage	
			Hours	
		20010	Commission ID No.	
Arrow Board, Trailer Mounted Solar	Maint	20108	2003 Arrow Board, Trailer Mounted Solar	\$5,000
		06035L15975	Serial No.	
			License Plate No.	
			Mileage	
			Hours	
		20108	Commission ID No.	
Arrow Board, Trailer Mounted Solar	Maint		New Item	\$5,000
			Serial No.	
			License Plate No.	
			Mileage	
			Hours	
			Commission ID No.	
2016 Loader, Posi-Track	Maint	20138	2004 Loader, Posi-Track	\$31,500
		RSA00674/RC30	Serial No.	
			License Plate No.	
			Mileage	
		740	Hours	
		20138	Commission ID No.	
2016 Sweeper, Double Truck Mounted Air Circulated	Maint	20171	2010 Sweeper, Truck Mounted Air Circulated	\$215,000
		1FVACXDT6ADAN7930	Serial No.	
		NJ-SG29453	License Plate No.	
		10,230	Mileage	
		1,282	Hours	
		20,171	Commission ID No.	
Estimated Total				\$262,275

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

NEW HOPE - LAMBERTVILLE

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

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2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

SOUTHERN DISTRICT TOLL SUPPORTED BRIDGES

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
No New Items Requested this Year				
			Serial No.	
			License Plate No.	
			Mileage	
			Hours	
			Commission ID No.	
			Serial No.	
			License Plate No.	
			Mileage / Hrs	
			Hours	
			Commission ID No.	
			Serial No.	
			License Plate No.	
			Mileage / Hrs	
			Hours	
			Commission ID No.	
			Serial No.	
			License Plate No.	
			Mileage / Hrs	
			Hours	
			Commission ID No.	
Estimated Total				

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

INTERSTATE 78

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
2016 Loader, Articulated 4WD	Maint	20030	2003 Loader, Articulated 4WD	\$165,000
		L50DP70408	Serial No.	
		NJ-SG22122	License Plate No.	
			Mileage / Hrs	
		21,998	Hours	
		20030	Commission ID No.	
Tar Melter Applicator Trailer	Maint	20134	2004 Tar Melter Applicator Trailer	\$42,000
		1C9SY101X41418284	Serial No.	
		NJ-SG23691	License Plate No.	
			Mileage / Hrs	
		Hr. Meter Broken	Hours	
		20134	Commission ID No.	
2016 John Deere Gator (All Terrain Vehicle)	Maint		New Item	\$15,000
			Serial No.	
			Hours	
			Mileage / Hrs	
			Hours	
			Commission ID No.	
2016 Ford Explorer	ESS		New Item	\$42,000
			Serial No.	
			License Plate No.	
			Mileage	
			Hours	
			Commission ID No.	
2016 Equipment Trailer	Maint		New Item	\$15,000
			Serial No.	
			License Plate No.	
			Mileage	
			Hours	
			Commission ID No.	
2016 Cone Truck	Maint		New Item	\$150,000
			Serial No.	
			License Plate No.	
			Mileage	
			Hours	
			Commission ID No.	
Estimated Total				\$429,000

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

EASTON - PHILLIPSBURG

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
2016 Van, Aerial Lift	Maint	20018	2004 Van, Aerial Lift ALTEC MDL-AT250G	\$65,000
		1FTSE34L84HA52886	Serial No.	
		NJ-SG22857	License Plate No.	
		40,394	Mileage	
		1,162	Hours	
		20,018	Commission ID No.	
2016 Sweeper, Double Truck Mounted Air Circulated	Maint	20168	2008 Sweeper, Truck Mounted Air Circulated	\$215,000
		JNAPC81L18AE70157	Serial No.	
		NJ-SG28694	License Plate No.	
		11,743	Mileage	
		813	Hours	
		20,168	Commission ID No.	
2016 Ford Explorer	Maint	11013	2004 Utility Vehicle, Four Wheel Drive	\$42,000
		1FMZU72K84UB04636	Serial No.	
		PA-MG7274D	License Plate No.	
		120,501	Mileage	
			Hours	
		11,013	Commission ID No.	
2016 Ford Explorer	P&F	11014	2013 Ford Escape SUV, AWD	\$42,000
		1FMYU93185KC20526	Serial No.	
		PA-MG2984B	License Plate No.	
		95,762	Mileage	
			Hours	
		11,014	Commission ID No.	
Estimated Total				\$364,000

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

NORTHERN DISTRICT TOLL SUPPORTED BRIDGES

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
2016 F-250 Truck, Pickup 4x4 Crew Cab	Maint	12019	2007 F-350 Truck, Pickup 4x4 Crew Cab	\$65,000
		1FTWW31P67EB14684	Serial No.	
		NJ-SG26656	License Plate No.	
		55,223	Mileage	
		3,617	Hours	
		12019	Commission ID No.	
			Serial No.	
			License Plate No.	
			Mileage / Hrs	
			Hours	
			Commission ID No.	
			Serial No.	
			License Plate No.	
			Mileage / Hrs	
			Hours	
			Commission ID No.	
			Serial No.	
			License Plate No.	
			Mileage / Hrs	
			Hours	
			Commission ID No.	
Estimated Total				\$65,000

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

PORTLAND - COLUMBIA

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
2016 Wood Chipper	Maint	20069	2000 Chipper, Brush	\$50,000
		1W9A7121XYS200320	Serial No.	
		NJ-SG19234	License Plate No.	
			Mileage / Hrs	
		662	Hours	
		20069	Commission ID No.	
2016 F-550 One Ton 4x4 Dump, Plow & Spreader	Maint	15047	2006 F-550 One Ton 4x4 Dump, Plow & Spreader	\$90,000
		1FDAF57P26EC51421	Serial No.	
		NJ-SG26349	License Plate No.	
		41,143	Mileage / Hrs	
		2,608	Hours	
		15047	Commission ID No.	
2016 Mack Dump Truck, Plow, Spreader & Pre Wet-System	Maint	15045	2006 Sterling Truck, Dump Heavy Duty	\$210,000
		2FZAAWDJ06AW57081	Serial No.	
		NJ-SG26158	License Plate No.	
		30,834	Mileage / Hrs	
		1,079	Hours	
		15045	Commission ID No.	
Estimated Total				\$350,000

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

DELAWARE WATER GAP

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
2016 F-250 Utility Vehicle, 4x4	Maint	14006	2003 Ford Expedition XLT	\$70,000
		1FMPU16L73LB70980	Serial No.	
		NJ-SG21678	License Plate No.	
		71,527	Mileage / Hrs	
			Hours	
		14006	Commission ID No.	
2016 Mack Dump Truck, Plow, Spreader & Pre Wet-System	Maint	15021	2004 Truck, Dump Heavy Duty	\$210,000
		2FZAAWDC04AM46574	Serial No.	
		NJ-SG22149	License Plate No.	
		21,722	Mileage	
		3,509	Hours	
		15021	Commission ID No.	
2016 Loader, Articulated 4WD	Maint	20031	2003 Loader, Articulated 4WD	\$165,000
		L50DP70409	Serial No.	
		NJ-SG22121	License Plate No.	
			Mileage / Hrs	
		2,393	Hours	
		20031	Commission ID No.	
2016 Mobile Crash Attenuator	Maint	20178	2003 Impact Attenuator, Truck Mounted	\$16,800
		1FDAF56P15EC42094	Serial No.	
		NJ-SG25211	License Plate No.	
		50,405	Mileage	
		2,138	Hours	
		20178	Commission ID No.	
2016 Bucket Truck	Maint	20141	2005 F-550 4x2 Utility Body Bucket Truck	\$140,000
		1FDAF56P15EC42094	Serial No.	
		NJ-SG25211	License Plate No.	
		50,405	Mileage	
		2,138	Hours	
		20141	Commission ID No.	
2016 F-550 One Ton 4x4 Dump, Plow & Spreader	Maint	15048	2006 F-550 One Ton 4x4 Dump, Plow & Spreader	\$90,000
		1FDAF57P46EC51422	Serial No.	
		NJ-SG26350	License Plate No.	
		34,620	Mileage	
		2,075	Hours	
		15048	Commission ID No.	
Estimated Total				\$691,800

2016-2017 CAPITAL PLAN VEHICLES & EQUIPMENT

MILFORD - MONTAGUE

CAPITAL EQUIPMENT REQUEST

(>\$5,000 AND 3 YEAR OR MORE LIFE)

Recommended New Items	Dept	Identifier(s)	Items To Be Replaced, Sold, or Transferred*	Estimated Purchase Price
2016 F-550 One Ton 4x4 Dump, Plow & Spreader	Maint	15025	1999 Ford F-550 Truck, Medium Duty 4x4	\$90,000
		1FDAF57F3XEC46737	Serial No.	
		NJ-SG14823	License Plate No.	
		48,792	Mileage / Hrs	
		3,212	Hours	
		15025	Commission ID No.	
2016 Loader, Articulated 4WD	Maint	20071	2003 Loader, Articulated 4WD	\$165,000
		L50DP70407	Serial No.	
		NJ-SG22123	License Plate No.	
			Mileage	
		1,708	Hours	
		20071	Commission ID No.	
2016 F-550 One Ton 4x4 Dump, Plow & Spreader	Maint	15049	2006 F-550 One Ton 4x4 Dump, Plow & Spreader	\$90,000
		1FDAF57P86EC51424	Serial No.	
		NJ-SG26351	License Plate No.	
		49,047	Mileage	
		2,879	Hours	
		15,049	Commission ID No.	
Rehabilitation of 1989 Bridgmaster Underbridge Inspection Unit	Maint	20114	Rehabilitation of 1989 Bridgmaster	\$100,000
		4GDT8C4Y3KV801416	Serial No.	
		NJ-SGB81A	License Plate No.	
		34,145	Mileage	
			Hours	
		20,114	Commission ID No.	
Estimated Total				\$445,000

ESTIMATED EXPENDITURES
(2016-2017 CAPITAL PROGRAM)

2016-2017 CAPITAL PLAN SUMMARY



Delaware River
Joint Toll Bridge
Commission

CAPITAL PROGRAM ESTIMATED EXPENDITURES

	<i>2016</i>	<i>2017</i>	<i>2 YR. TOTAL</i>
Toll Bridge Facilities	\$8,443,215	\$30,259,119	\$38,702,333
Toll-Supported Bridge Facilities	\$28,074,795	\$52,218,334	\$80,293,129
Commission Initiatives & System-Wide Projects	\$27,392,842	\$6,384,146	\$33,776,987
<i>Subtotal</i>	<i>\$63,910,851</i>	<i>\$88,861,599</i>	<i>\$152,772,450</i>

VEHICLE / EQUIPMENT GROSS PURCHASES

	<i>2016</i>	<i>2017</i>	<i>2 YR. TOTAL</i>
Vehicles and Maintenance Equipment	\$2,794,325	\$3,000,000	\$5,794,325
<i>Subtotal</i>	<i>\$2,794,325</i>	<i>\$3,000,000</i>	<i>\$5,794,325</i>

	<i>2016</i>	<i>2017</i>	<i>2 YR. TOTAL</i>
<i>TOTAL 2016 - 2017 CAPITAL PLAN</i>	<i><u>\$66,705,176</u></i>	<i><u>\$91,861,599</u></i>	<i><u>\$158,566,775</u></i>

2016-2017 CAPITAL PLAN SUMMARY



<u>TOLL BRIDGES</u>	<u>2016</u>	<u>2017</u>	<u>2 YR. TOTAL</u>
<u>Trenton-Morrisville</u>	\$910,641	\$8,332,537	\$9,243,177
<u>New Hope-Lambertville</u>	\$75,000	\$76,865	\$151,865
<u>Interstate 78</u>	\$5,508,838	\$16,676,423	\$22,185,261
<u>Easton-Phillipsburg</u>	\$1,202,875	\$972,137	\$2,175,012
<u>Portland-Columbia</u>	\$266,196	\$1,333,850	\$1,600,046
<u>Delaware Water Gap</u>	\$243,274	\$1,500,710	\$1,743,983
<u>Milford-Montague</u>	\$236,392	\$1,366,597	\$1,602,989
<i>Subtotal</i>	<i>\$8,443,215</i>	<i>\$30,259,119</i>	<i>\$38,702,333</i>

<u>TOLL-SUPPORTED BRIDGES</u>	<u>2016</u>	<u>2017</u>	<u>2 YR. TOTAL</u>
<u>Lower Trenton</u>	\$808,125	\$571,235	\$1,379,360
<u>Calhoun Street</u>	\$25,000	\$25,622	\$50,622
<u>Scudder Falls</u>	\$24,082,317	\$50,088,632	\$74,170,949
<u>Washington Crossing</u>	\$454,790	\$331,231	\$786,021
<u>New Hope-Lambertville</u>	\$25,000	\$25,622	\$50,622
<u>Centre Bridge-Stockton</u>	\$503,500	\$25,622	\$529,122
<u>Lumberville-Raven Rock</u>	\$25,000	\$25,622	\$50,622
<u>Uhlerstown-Frenchtown</u>	\$25,000	\$25,622	\$50,622
<u>Upper Black Eddy-Milford</u>	\$25,000	\$25,622	\$50,622
<u>Riegelsville</u>	\$25,000	\$25,622	\$50,622
<u>Northampton Street</u>	\$50,000	\$811,951	\$861,951
<u>Riverton-Belvidere</u>	\$2,001,063	\$25,622	\$2,026,684
<u>Portland-Columbia</u>	\$25,000	\$210,313	\$235,313
<i>Subtotal</i>	<i>\$28,074,795</i>	<i>\$52,218,334</i>	<i>\$80,293,129</i>

	<u>2016</u>	<u>2017</u>	<u>2 YR. TOTAL</u>
<i>COMMISSION INITIATIVES & SYSTEM-WIDE PROJECTS</i>	<i>\$27,392,842</i>	<i>\$6,384,146</i>	<i>\$33,776,987</i>
<i>VEHICLES & EQUIPMENT</i>	<i>\$2,794,325</i>	<i>\$3,000,000</i>	<i>\$5,794,325</i>

<i>TOTAL</i>	<i>\$66,705,176</i>	<i>\$91,861,599</i>	<i>\$158,566,775</i>
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2016-2017 CAPITAL PLAN SUMMARY



BRIDGES, ROADWAYS, SIDEWALKS, & APPROACHES SUMMARY

<u>DISTRICT I</u>	<u>2016</u>	<u>2017</u>	<u>2 YR. TOTAL</u>
<u>Trenton-Morrisville Toll Bridge</u>	\$0	\$0	\$0
<u>Lower Trenton Toll-Supported Bridge</u>	\$125,625	\$545,613	\$671,238
<u>Calhoun Street Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Scudder Falls Toll-Supported Bridge</u>	\$24,007,317	\$50,011,767	\$74,019,084
<u>Washington Crossing Toll-Supported Bridge</u>	\$429,790	\$305,609	\$735,399
<u>New Hope-Lambertville Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>New Hope Lambertville Toll Bridge</u>	\$0	\$0	\$0
<u>Centre Bridge-Stockton Toll-Supported Bridge</u>	\$478,500	\$0	\$478,500
<u>Lumberville-Raven Rock Toll-Supported Bridge</u>	\$0	\$0	\$0
<i>District I Total</i>	<i>\$25,041,232</i>	<i>\$50,862,989</i>	<i>\$75,904,221</i>

<u>DISTRICT II</u>	<u>2016</u>	<u>2017</u>	<u>2 YR. TOTAL</u>
<u>Uhlerstown-Frenchtown Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Upper Black Eddy-Milford Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Riegelsville Toll-Supported Bridge</u>	\$0	\$0	\$0
<u>Interstate 78 Toll Bridge</u>	\$722,674	\$12,410,861	\$13,133,535
<u>Northampton Street Toll-Supported Bridge</u>	\$0	\$760,707	\$760,707
<u>Easton-Phillipsburg Toll Bridge</u>	\$0	\$0	\$0
<u>Riverton-Belvidere Toll-Supported Bridge</u>	\$1,880,813	\$0	\$1,880,813
<i>District II Total</i>	<i>\$2,603,486</i>	<i>\$13,171,568</i>	<i>\$15,775,055</i>

2016-2017 CAPITAL PLAN SUMMARY



BRIDGES, ROADWAYS, SIDEWALKS, & APPROACHES SUMMARY

<u>DISTRICT III</u>	2016	2017	2 YR. TOTAL
Portland-Columbia Toll Bridge	\$0	\$0	\$0
Portland-Columbia Toll-Supported	\$0	\$184,691	\$184,691
Delaware Water Gap Toll Bridge	\$10,000	\$10,249	\$20,249
Milford-Montague Toll Bridge	\$0	\$0	\$0
District III Total	\$10,000	\$194,940	\$204,940

	2016	2017	2 YR. TOTAL
BRIDGES, ROADWAYS, SIDEWALKS & APPROACHES TOTAL	\$27,654,719	\$64,229,497	\$91,884,216

2016-2017 CAPITAL PLAN SUMMARY



FACILITIES AND GROUNDS SUMMARY

<u>DISTRICT I</u>	2016	2017	2 YR. TOTAL
Trenton-Morrisville Toll Bridge	\$910,641	\$8,332,537	\$9,243,177
Lower Trenton Toll-Supported Bridge	\$682,500	\$25,622	\$708,122
Calhoun Street Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
Scudder Falls Toll-Supported Bridge	\$75,000	\$76,865	\$151,865
Washington Crossing Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
New Hope-Lambertville Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
New Hope Lambertville Toll Bridge	\$75,000	\$76,865	\$151,865
Centre Bridge-Stockton Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
Lumberville-Raven Rock Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
District I Total	\$1,868,141	\$8,639,997	\$10,508,137

<u>DISTRICT II</u>	2016	2017	2 YR. TOTAL
Uhlerstown-Frenchtown Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
Upper Black Eddy-Milford Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
Riegelsville Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
Interstate 78 Toll Bridge	\$4,786,164	\$4,265,562	\$9,051,726
Northampton Street Toll-Supported Bridge	\$50,000	\$51,243	\$101,243
Easton-Phillipsburg Toll Bridge	\$1,202,875	\$972,137	\$2,175,012
Riverton-Belvidere Toll-Supported Bridge	\$120,250	\$25,622	\$145,872
District II Total	\$6,234,289	\$5,391,429	\$11,625,718

FACILITIES AND GROUNDS SUMMARY

<u>DISTRICT III</u>	2016	2017	2 YR. TOTAL
Portland-Columbia Toll Bridge	\$266,196	\$1,333,850	\$1,600,046
Portland-Columbia Toll-Supported Bridge	\$25,000	\$25,622	\$50,622
Delaware Water Gap Toll Bridge	\$233,274	\$1,490,461	\$1,723,735
Milford-Montague Toll Bridge	\$236,392	\$1,366,597	\$1,602,989
District III Total	\$760,861	\$4,216,530	\$4,977,391

	2016	2017	2 YR. TOTAL
FACILITIES AND GROUNDS TOTAL	\$8,863,291	\$18,247,956	\$27,111,247

2016-2017 CAPITAL PLAN SUMMARY



VEHICLES & EQUIPMENT PURCHASES

2016 VEHICLE & EQUIPMENT PURCHASES

<u>Toll Facility</u>	<u>Estimated Purchase Price of New Units</u>
Trenton-Morrisville	\$262,275
New Hope-Lambertville	\$187,250
Interstate Route 78	\$429,000
Easton-Phillipsburg	\$364,000
Portland-Columbia	\$350,000
Delaware Water Gap	\$691,800
Milford-Montague	\$445,000
Southern - Toll-Supported Bridges	\$0
Northern - Toll-Supported Bridges	\$65,000
	<hr/>
	\$2,794,325

TOTAL 2016 GROSS VEHICLE & EQUIPMENT PURCHASES

\$2,794,325

ESTIMATED 2017 GROSS VEHICLE & EQUIPMENT PURCHASES*

\$3,000,000

**The 2016 V & E purchases above are based upon the "actual" estimates listed in the "Vehicle & Equipment" section of the 2015 General Engineering Annual Inspection Report. The 2017 V & E purchases of \$3.0M above are estimates of anticipated replacements/cost of new items for 2017 and are subject to change pending the 2016 General Engineering Inspection.*

SCHEDULE OF INSURANCE

SCHEDULE OF INSURANCE

I. CURRENT SCHEDULE OF INSURANCE (2015)

The Delaware River Joint Toll Bridge Commission currently has in effect the following principle types and amounts of insurance coverage:

A. General Liability

\$	2,000,000	General Aggregate Limit
\$	2,000,000	Products/Completed Operations Aggregate Limit
\$	1,000,000	Personal/Advertising Injury Limit
\$	1,000,000	Each Occurrence Limit
\$	300,000	Damage to Premises
\$	15,000	Medical Expense Limit, Any One Person

The above General Liability limits apply for all bridges (Toll and Toll-Supported Bridges).

The above General Liability limits apply per each location.

Coverage includes Independent Contractors, Medical Payments, Contractual Liability, Fire Damage, Legal Liability, Employees as Additional Insured, Host Liquor Liability, Incidental Medical Malpractice, Broad Form Property Damage Liability, Non-owned Watercraft Liability (under 25ft), Limited Worldwide Products Liability and Extended Bodily Injury Liability.

B. Commercial Automobile Liability

\$	1,000,000	Bodily Injury/Property Damage Combined Single Limit, Each Accident
\$	35,000	Uninsured/Underinsured Motorist Coverage (PA & NJ)
\$	50,000	Garagekeepers Liability
\$	5,000	Medical Payments
\$	50,000	Hired Car Physical Damage Coverage
ACV or Cost of Repair		Comprehensive & Collision (Stated Amount - \$100,000 maximum)

Deductible on Comprehensive and Collision

\$	1,000	PPTs & Light Trucks
\$	3,000	Medium Trucks
\$	5,000	Heavy & Extra Heavy Trucks

C. Umbrella Liability

\$	25,000,000	Each Occurrence, Annual Aggregate
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There is an excess umbrella policy with a \$25,000,000 limit. The total coverage of \$50,000,000 is inclusive of all Bridges, Vehicles, and Operations.

SCHEDULE OF INSURANCE

D. Building & Contents Insurance

\$	55,401,377	Blanket Limit
\$	1,000,000	Business Interruption & Extra Expense
\$	250,000	Debris Removal, Additional Expense
\$	1,000,000	Off Premise Utility Interruption
	Policy Limit	Fire Department Service Charge
\$	5,000,000	Flood (excludes Flood Zones A or V)
\$	5,000,000	Earthquake
	Policy Limit	Terrorism
\$	10,000	All Perils Deductible except flood and earthquake
\$	100,000	Flood and Earthquake Deductible

Coverage extensions include: Debris Removal, Pollutant Cleanup and Removal, Newly Acquired Buildings and Personal Property, Personal Property of Others/Employees, Valuable papers-Cost of Research, Property Off Premises within 1,000 feet, Outdoor Property - Trees, Shrubs and Plants, Property in Transit (Special Form Only) and Fences and Signs (various sublimits apply).

Boiler & Machinery Coverage insured under separate policy

E. Equipment Floater Limits (Separate from Building Policy)

\$	3,571,354	Specific Limits Apply Per Schedule
\$	90,000	Miscellaneous Unscheduled Tools, limited to \$2,500 per item
\$	50,000	Leased/Rented Equipment – per occurrence
\$	2,500	Deductible except flood and earthquake

F. Bridge Property Coverage

Loss Limits:

\$	200,000,000	Loss Limit – Primary
\$	275,000,000	Loss Limit – Excess of \$200,000,000 per Occurrence

All Perils Deductible except flood and earthquake - 1% of the value of the structure (bridge is separate structure from approach as scheduled) subject to a minimum of \$50,000

Loss of Revenue – 5 day waiting period

Flood Coverage - \$250,000,000 Annual Aggregate - Multiple Policies

Earthquake Coverage – \$250,000,000 Annual Aggregate - Multiple Policies

Sublimits apply to Debris Removal, Contamination, & Pollution Clean-Up/Removal – Land/Water

SCHEDULE OF INSURANCE

G. Public Officials / Employment Practices Liability

\$ 10,000,000 Each Loss
\$ 10,000,000 Aggregate

Retention

\$ 0 Non-Indemnifiable Loss
\$ 50,000 Corporate Reimbursement and Organization Coverage
\$ 35,000 Employment Practices Liability Coverage

Excess policy provides additional \$10,000,000 Per Claim/Annual Aggregate

H. Workers Compensation and Employers Liability Coverage

Workers Compensation – Statutory Limits

Employers Liability – Bodily Injury by Accident

\$ 500,000	Each Accident	
\$ 500,000	Policy Limit by Disease	Bodily Injury
\$ 500,000	Each Employee by Disease	Bodily Injury

I. Commercial Crime Coverage

\$ 10,000	Forgery or Alteration, \$1,000 deductible
\$ 250,000	Money In-Out for Theft, Disappearance and Destruction, \$10,000 deductible
\$ 250,000	Money Order and Counterfeit Currency & Credit, Debit, Charge Card Forgery, \$1,000 Deductible
\$ 5,000,000	Employee Dishonesty, \$50,000 Deductible
\$ 5,000,000	Computer Fraud Including Wire Transfer Fund, \$50,000 Deductible

Coverage includes all locations.

J. Professional Architects and Engineers

\$ 1,000,000 per Occurrence/Aggregate

Retention

\$ 50,000 Each Claim

K. Pollution Legal Liability (3 Year Policy)

\$ 3,000,000 per Occurrence/Aggregate

Retention

\$ 25,000 Each Incident

SCHEDULE OF INSURANCE

II. INSURANCE REQUIREMENTS FOR 2016

In accordance with Section 708 of the Bridge System Revenue Bonds, Series 2007, the following types of insurance are required to be maintained by the Commission to the extent as reasonably obtainable:

MULTI-RISK INSURANCE

The Commission currently maintains insurance for full replacement of all twenty (20) Toll and Toll-Supported Bridges and their approach structures (viaducts). In 1999 the Commission supplemented the full insurance coverage for the thirteen (13) Toll-Supported Bridges. The full replacement costs are reviewed annually and updated accordingly to follow current inflation and construction costs.

Cherry, Weber & Associates has re-assessed each of the twenty (20) Toll and Toll-Supported Bridges and their associated approach structures (viaducts) with respect to the structures replacement costs. Most of the bridges, when and if replaced, will be replacement in kind. A simple cost per square foot (the overall bridge length multiplied by its overall width) was used in the development of the replacement costs for all of the Toll and Toll-Supported Bridges and their approach structures (viaducts). Square foot unit costs may vary between bridges due to specific characteristics such as the need for deep foundations, feature crossed and aesthetics. The Engineering News Record (ENR) Construction Cost Index (CCI) is utilized to update the replacement costs on a yearly basis due to inflation.

The 2016 Estimated Replacement Costs for the twenty Toll and Toll-Supported Bridges and their approach structures are listed below:

<u>TOLL FACILITY</u>		<u>BRIDGE</u>		<u>APPROACH STRUCTURES</u>
Trenton-Morrisville	\$	51,100,000	\$	24,400,000
New Hope-Lambertville	\$	50,400,000	\$	11,100,000
Interstate Route 78	\$	59,200,000	\$	39,900,000
Easton-Phillipsburg	\$	11,900,000	\$	12,700,000
Portland-Columbia	\$	21,500,000	\$	4,500,000
Delaware Water Gap	\$	79,800,000	\$	0
Milford-Montague	\$	18,200,000	\$	0
<i>SUBTOTALS</i>	\$	<i>292,100,000</i>	\$	<i>92,600,000</i>

SCHEDULE OF INSURANCE

<u>TOLL-SUPPORTED FACILITY</u>	<u>BRIDGE</u>	<u>APPROACH STRUCTURES</u>
Lower Trenton	\$ 21,000,000	\$ 0
Calhoun Street	\$ 12,500,000	\$ 0
Scudder Falls	\$ 52,000,000	\$ 6,600,000
Washington Crossing	\$ 6,500,000	\$ 0
New Hope-Lambertville	\$ 10,500,000	\$ 0
Centre Bridge-Stockton	\$ 8,500,000	\$ 800,000
Lumberville-Raven Rock *	\$ 3,000,000	\$ 0
Uhlerstown-Frenchtown	\$ 8,300,000	\$ 0
Upper Black Eddy-Milford	\$ 7,400,000	\$ 0
Riegelsville	\$ 4,700,000	\$ 0
Northampton Street	\$ 8,700,000	\$ 0
Riverton-Belvidere	\$ 5,700,000	\$ 0
Portland-Columbia *	\$ 4,000,000	\$ 0
<i>SUBTOTALS</i>	<i>\$ 152,800,000</i>	<i>\$ 7,400,000</i>

* Pedestrian Bridge

Total Replacement Cost (All Bridges) for 2016 = \$ 544,900,000

USE AND OCCUPANCY INSURANCE

The Commission currently maintains Use and Occupancy Insurance for all of its seven (7) Toll Facilities. The Commission has provided the anticipated 2016 revenues presented below.

<u>TOLL FACILITY</u>	<u>2016 ANTICIPATED REVENUE</u>
Trenton-Morrisville	\$ 15,674,432
New Hope-Lambertville	\$ 3,187,669
Interstate Route 78	\$ 61,808,382
Easton-Phillipsburg	\$ 8,695,721
Portland-Columbia	\$ 2,380,387
Delaware Water Gap	\$ 32,988,848
Milford-Montague	\$ 1,664,255
(Total Toll Revenue)	\$ 126,399,694
Interest on Investments	\$ 1,157,000
Toll Violation Enforcement Revenue	\$ 1,623,000
EZ Pass Account Service Fee	\$ 1,133,000
Other Income	\$ 426,000
(TOTAL PROJECTED REVENUE - 2016)	\$ 130,738,694

WAR-RISK INSURANCE

The Commission does not maintain this type of insurance for any of its bridges, as it is not reasonably obtainable due to its excessive cost. However the Commission does maintain coverage for terrorism.

SCHEDULE OF INSURANCE

PUBLIC LIABILITY – PROPERTY DAMAGE – BODILY INJURY

Public Liability and Property Damage are maintained by the Commission under its General Liability and Auto Liability insurance coverage, which provides a maximum coverage of \$1,000,000. In addition the Commission carries \$50,000,000 maximum coverage in Excess Liability Insurance on all Bridges, Vehicles and Operations and \$5,000,000 per accident in Business Travel Accident Insurance.

BLANKET REAL AND PERSONAL PROPERTY INSURANCE- ADMINISTRATIVE & MAINTENANCE BUILDINGS, CONTENTS, TOLL BOOTHS, ETC.

The Commission currently maintains Building and Contents Insurance in the amount of \$55,401,377. Estimated replacement costs for all Toll Facility Administration Buildings, Maintenance Buildings and Garages and Toll Plazas were calculated based upon the overall square-foot area of each facility and includes personal property, electronic surveillance system and EZPass equipment at each facility. The Engineering News Record (ENR) Construction Cost Index (CCI) is utilized to update the replacement costs on a yearly basis due to inflation. The estimated replacement costs for 2016 are as follows:

<u>LOCATION</u>	<u>2016 ESTIMATED REPLACEMENT VALUE</u>
Trenton-Morrisville	\$ 11,835,000
New Hope-Lambertville	\$ 6,947,000
Interstate 78	\$ 7,705,000
Easton-Phillipsburg	\$ 6,291,000
Portland-Columbia	\$ 3,704,000
Delaware Water Gap	\$ 5,835,000
Milford-Montague	\$ 3,525,000
Belvidere (Storage Bldg.)	\$ 297,000
New Hope Toll-Supported (Garage)	\$ 209,000
15 Toll-Supported Bridge Officer Shelters	\$ 251,000
Lumberville-Raven Rock (Bridge Tender house)	\$ 308,000
TOTAL	\$ 46,907,000

OTHER INSURANCE

Following good business practice and conforming to the laws of the State of New Jersey and the Commonwealth of Pennsylvania, the Commission carries additional insurance to that which is required by the Bridge System Revenue Bond Resolution. Among this additional coverage is a \$10 million Public Officials Liability insurance.

SCHEDULE OF INSURANCE

III. CONCLUSIONS AND RECOMMENDATIONS FOR 2016

In general the Commission's overall insurance coverage is adequately provided; however, the amounts of the following coverage's should be adjusted:

- The Use and Occupancy Insurance should be adjusted to reflect the estimated 2016 anticipated revenues in conformance with the Bridge System Revenue Bond Resolutions.
- The Blanket Building and Contents Insurance should be adjusted to reflect the 2016 estimated property replacement values published above.

GLOSSARY OF TERMS

PAINT CONDITION RATINGS

- EXCELLENT** - No problems noted.
- GOOD** - Some minor problems, but paint is sound and functioning as intended to protect the metal surfaces.
- SATISFACTORY** - Surface or freckled rust has formed or is forming. The paint system may be chalking, peeling or showing signs of paint distress, but there is no exposure of metal.
- FAIR** - Surface or freckled rust is prevalent. There may be exposed metal and/or beginning signs of active corrosion, but there is little to no section loss of steel members.
- POOR** - The overall paint system has failed which has consequently caused corrosion and significant section loss to steel members. Exposed metal and/or corrosion are typical throughout the bridge. A new paint system is required.

NOTE: Paint system ratings for a bridge will be an overall condition. Although localized areas may exhibit a better or worse condition, the rating encompasses the majority of the bridge paint system for the entire bridge.

BRIDGE CONDITION RATINGS

<u>EXCELLENT</u> -	New bridge.
<u>VERY GOOD</u> -	No problems noted.
<u>GOOD</u> -	Some minor problems.
<u>SATISFACTORY</u> -	Some minor deterioration of structural elements.
<u>FAIR</u> -	Minor section loss, deterioration, spalling and/or scour of primary structural elements.
<u>POOR</u> -	Advanced section loss, deterioration, spalling and/or scour of primary structural elements.
<u>SERIOUS</u> -	Seriously deteriorated primary structural elements.
<u>CRITICAL</u> -	Facility should be closed until repairs are performed.
<u>IMMINENT FAILURE</u> -	Facility is closed. Study of repairs is feasible.
<u>FAILED</u> -	Facility is closed and beyond repair.

NOTE: The condition ratings above are used to describe the existing, in-place bridge as compared to its as-built condition or its posted weight restriction. These ratings provide an overall characterization of the general condition of the entire bridge. These ratings do not describe a localized or nominally occurring instance of deterioration or disrepair or reflect structural or geometric adequacy.

FUNCTIONALLY OBSOLETE A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. 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.

STRUCTURALLY DEFICIENT A highway bridge is classified as structurally deficient if the deck, superstructure or substructure is rated in “poor” condition. A bridge can also be classified as structurally deficient if deterioration of its primary members reduces its load carrying capacity or if a waterway opening below the bridge overtops the bridge during floods.

COST ESTIMATING

The costs associated with the repairs and rehabilitation for various elements at the bridge facilities are estimated based upon the following criteria as applicable or available:

- 1) **BID PRICES**: Quantities are developed during routine inspections for the appropriate repair (square foot, cubic yard, etc.). A unit cost is developed using standard bid items most resembling the repair. Inflation, if required, is used to increase unit costs for repair next year.
- 2) **COMMISSION PERSONNEL/HISTORY**: Maintenance staff are interviewed about the materials and length of time required for certain repairs. Maintenance staff are also asked about previous work relating to the proposed work and the costs relating to them. Depending on the year and extent of the previous work, the proposed costs are adjusted accordingly.
- 3) **EXPERIENCE**: Some of the proposed repairs/rehabilitation cannot be accurately quantified and no previous related work is available. Costs are then developed based upon experience of similar tasks. A length of time to complete the job is assumed and costs are approximated.

NOTE: Cost Estimates for major rehabilitation work include a 20% increase in cost to account for engineering services to prepare the contract documents and supervise construction.

BRIDGE LIST

DRJTBC Bridge List (56 Structures)

Bridge Name	DRJTBC Bridge ID Number	Structure Type	Municipality		Structurally Deficient	Functionally Obsolete	No. Of Spans	Structure Length (FT - IN)
Trenton-Morrisville Toll Bridge	20	Steel Multi-Girder	PA	NJ				
US Route 1 over Washington Street (PA)	28	Steel Multi-Girder	Morrisville Boro	Trenton City	No	No	12	1324'-6"
US Route 1 over South Pennsylvania Avenue (PA)	29	Steel Multi-Girder		-	No	No	1	56'-9"
Ramp IV over Bridge Street (NJ)	23	Steel Multi-Girder	-		No	Yes	1	67'-7"
US Route 1 over Union Street (NJ)	25	Steel Multi-Girder	-		No	No	3	137'-2"
Ramp N over Union Street (NJ)	30	Steel Multi-Girder	-		No	No	1	78'-8 1/4"
Centre Street over US Route 1 (NJ)	26	P/S Concrete Girder	-		No	No	2	183'-2"
Broad Street over US Route 1 (NJ)	27	Riveted Steel Plate Girder	-		No	Yes	3	172'-0"
US Route 1 over Ramp N (NJ)	22	Steel Multi-Girder	-		No	Yes	1	95'-3"
US Route 1 over NJ Route 29 Northbound (NJ)	21	Steel Multi-Girder	-		No	No	1	82'-0"
Ramp Y over NJ Route 29 (NJ)	24	P/S Concrete Spread Box Beams	-		No	Yes	1	81'-1"
Ramp C over NJ Route 29 Northbound (NJ)	31	Steel Multi-Girder	-		No	Yes	3	118'-0"
Lower Trenton Toll-Supported Bridge	40	Subdivided Warren Truss	Morrisville Boro	Trenton City	No	No	4	286'-0"
Calhoun Street Toll-Supported Bridge	60	Iron Phoenix Truss	Morrisville Boro	Trenton City	No	No	5	1021'-7"
Scudder Falls Toll-Supported Bridge	80	Riveted Steel 2 Girder/Floorbeam/Stringer	Lower Makefield Twp	Ewing Twp	No	Yes	7	1273'-3"
I-95 over Taylorsville Road (PA)	82	Steel Multi-Stringer		-	No	Yes	10	1744'-0"
I-95 over Pennsylvania Canal (PA)	81	Steel Multi-Stringer		-	No	No	3	138'-0"
Washington Crossing Toll-Supported Bridge	100	Double Warren Truss	Upper Makefield Twp	Hopewell Twp	No	No	1	65'-4"
New Hope-Lambertville Toll-Supported Bridge	120	Pratt Truss	New Hope Boro	Lambertville City	No	Yes	6	876'-7"
New Hope Lambertville Toll Bridge	140	Steel 2 Girder/Floorbeam/Stringer	Solebury Twp	Delaware Twp	No	Yes	6	1055'-9"
US Route 202 over PA Route 32 (PA)	142	Concrete Rigid Frame		-	No	No	10	1690'-0"
US Route 202 over NJ Route 29 (NJ)	141	Steel Multi-Stringer	-		No	No	1	93'-0"
Centre Bridge-Stockton Toll-Supported Bridge	160	Riveted Steel Warren Truss	Solebury Twp	Stockton Boro	No	No	3	187'-0"
Upper York Road over Pennsylvania Canal (PA)	161	P/S Concrete Adjacent Box Beams		-	No	Yes	6	824'-10"
Lumberville-Raven Rock Pedestrian Bridge	180	Suspension	Solebury Twp	Delaware Twp	N/A	Yes	1	67'-0"
Uhlerstown-Frenchtown Toll-Supported Bridge	220	Riveted Steel Warren Truss	Tinicum Twp	Frenchtown Boro	No	N/A	4	692'-3"
Upper Black Eddy-Milford Toll-Supported Bridge	240	Warren Truss	Bridgeton Twp	Milford Boro	No	Yes	6	950'-10"
Riegelsville Toll Supported Bridge	260	Suspension	Durham Twp	Pohatcong Twp	No	Yes	3	699'-9 1/4"
					No	Yes	3	580'-10"

DRJTBC Bridge List (56 Structures)

Bridge Name	DRJTBC Bridge ID Number	Structure Type	Municipality		Structurally Deficient	Functionally Obsolete	No. Of Spans	Structure Length (FT - IN)
Interstate 78 Toll Bridge Westbound	275	Steel Multi-Girder	PA	NJ				
Interstate 78 Toll Bridge Eastbound	270	Steel Multi-Girder	Williams Twp	Phillipsburg Twp	No	No	7	1226'-0"
Morgan Hill Road over I-78 (PA)	273	P/S Concrete Spread Box Beams	Williams Twp	Phillipsburg Twp	No	No	7	1226'-0"
Cedarville Road over I-78 (PA)	274	P/S Concrete I-Beams		-	No	No	2	214'-0"
I-78 over PA Route 611 Westbound (PA)	276	P/S Concrete Spread Box Beams		-	No	No	4	314'-0"
I-78 over PA Route 611 Eastbound (PA)	277	P/S Concrete Spread Box Beams		-	No	No	3	201'-6"
Carpentersville Road over I-78 (NJ)	278	Steel Multi-Stringer			No	No	3	203'-9"
Edge Road over I-78 (NJ)	279	Steel Multi-Stringer	-		No	No	2	207'-0"
I-78 Westbound over NJ Route 519 (NJ)	271	Steel Multi-Stringer	-		No	No	2	276'-0"
I-78 Eastbound over NJ Route 519 (NJ)	281	Steel Multi-Stringer	-		No	No	2	237'-10"
I-78 Westbound over Ramp C (NJ)	282	Steel Multi-Stringer	-		No	No	2	236'-5"
I-78 Eastbound over Ramp C (NJ)	283	Steel Multi-Stringer	-		No	No	2	236'-5"
Ramp A over Service Road (PA)	272	P/S Concrete Adjacent Box Beams		-	No	No	1	112'-6"
Northampton Street Toll-Supported Bridge	280	Cantilever Truss	Easton City	Phillipsburg Twp	No	Yes	1	116'-11"
Easton-Phillipsburg Toll Bridge	300	Petit Thru-Truss	Easton City	Phillipsburg Twp	No	Yes	1	47'-0"
US Route 22 over Broad Street (NJ)	301	Riveted Steel 3 Girder/Floorbeam/Stringer	-		No	Yes	3	555'-0"
US Route 22 over Third Street (PA)	303	Steel Multi-Stringer		-	No	Yes	1	543'-8"
US Route 22 over Pedestrian Tunnel (PA)	305	Reinforced Concrete Box Culvert		-	No	Yes	5	431'-4"
US Route 22 over Bank Street (PA)	304	Steel Multi-Stringer		-	N/A	N/A	1	87'-0"
US Route 22 over PA Route 611 (PA)	302	Steel Multi-Stringer		-	No	Yes	3	10'-0"
Riverton-Belvidere Toll-Supported Bridge	320	Riveted Steel Double Warren Truss	Lower Mount Bethel Twp	Belvidere Twp	No	Yes	1	124'-0"
Portland-Columbia Toll Bridge	340	Riveted Steel Multi-Girder	Portland Boro	Knowlton Twp	No	Yes	4	43'-0"
Ramp over US Route 46 (NJ)	341	Riveted Steel Multi-Girder	-		No	No	10	652'-5"
Locust Street over US Route 46 (NJ)	342	Steel Multi-Stringer	-		No	Yes	1	1309'-0"
Portland-Columbia Pedestrian Bridge	360	Steel Thru-Deck Girder	Portland Boro	Knowlton Twp	No	No	1	100'-1"
Delaware Water Gap Toll Bridge Eastbound	380	Riveted Steel Multi-Girder	Delware Water Gap Boro	Hardwick Twp	N/A	N/A	4	173'-1"
Delaware Water Gap Toll Bridge Westbound	390	Riveted Steel Multi-Girder	Delware Water Gap Boro	Hardwick Twp	No	Yes	4	774'-0"
Milford-Montague Toll Bridge	400	Steel Deck Truss	Dingman Twp	Montague Twp	No	Yes	17	2466'-10"
					No	Yes	16	2402'-6"
					No	Yes	4	1154'-0"

Legend:

Main River Bridge Crossings