



Fact Sheet

Background

The Northampton Street Toll-Supported Bridge (“the free bridge”) was last rehabilitated in 2002. 2020 inspections listed the structure in “fair condition” with a wide range of issues/deficiencies:

- ◆ Various steel members have material loss or holes, are bent, and/or exhibit impact damage
- ◆ Missing connection bolts
- ◆ Loose upper chord eyebars, one bows into an adjacent traffic lane during high temperatures
- ◆ Damaged utility conduits
- ◆ Cracked and/or worn fiberglass walkway panels
- ◆ Approach walkway parapets/balustrades have cracks, scrapes, spalls and heavy corrosion/deterioration
- ◆ 20-year-old ornamental lighting has reached the end of its useful life
- ◆ Painted surfaces are failing; some rust spots are starting to appear
- ◆ Abutments and wingwalls have missing mortar, vegetative infiltration, voids, cracks, spalling

Project Goals

- ◆ Extend the bridge’s operational service life for Easton and Phillipsburg communities
- ◆ Improve safety; put bridge in good state of repair
- ◆ Mitigate major repairs and protracted lane closures for a minimum of 15 years
- ◆ Improve bridge lighting and electrical systems

Scope of Work

- ◆ Clean and paint steel superstructure
- ◆ Repoint stone-masonry abutments, piers and wingwalls
- ◆ Reconstruct end pylons/walls
- ◆ Repair/rehabilitate various steel truss members
- ◆ Replace pedestrian walkway surfaces
- ◆ Replace bridge approach sidewalks
- ◆ Replace electrical systems and back-up generator
- ◆ Install new ornamental lighting fixtures
- ◆ Install new programmable LED architectural lighting to highlight bridge profile

Travel Impacts

- ◆ March-July Traffic Shift—upstream lane and walkway closed; other lanes and downstream walkway open
- ◆ July-October Traffic Shift—downstream lane and walkway closed; other lanes and upstream walkway open
- ◆ October -November Traffic Shift—center lane closed; flanking travel lanes open; both walkways open
- ◆ Schedule subject to change as needed
- ◆ Periodic brief two-lane closures possible for delivery of materials/equipment
- ◆ Priority is to maintain one lane in PA-bound direction all times; bridge closure is a last resort

Schedule and Cost

- ◆ Start: on or about March 16, 2022
- ◆ Completion: Spring 2023
- ◆ Construction contract cost: \$15.5 million

Bridge History/Characteristics

- ◆ Constructed in 1895-96 for the former Easton Delaware Bridge Company, as a privately tolled crossing
- ◆ Purchased by Pennsylvania and New Jersey, freed of tolls August 3, 1921
- ◆ Managed by the Delaware River Joint Toll Bridge Commission since late 1934, owned by DRJTBC since July 1, 1987
- ◆ Current operations and maintenance funded by DRJTBC’s toll bridge collections
- ◆ Type: steel cantilever truss
- ◆ Length: 550 feet
- ◆ Width: 36 feet
- ◆ Gross Vehicle Weight Restriction: 3 tons
- ◆ 2021 average daily vehicular crossings: 16,500
- ◆ DRJTBC’s most heavily used toll-supported bridge

Project web page:

www.drjtbc.org/project/freebridge

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