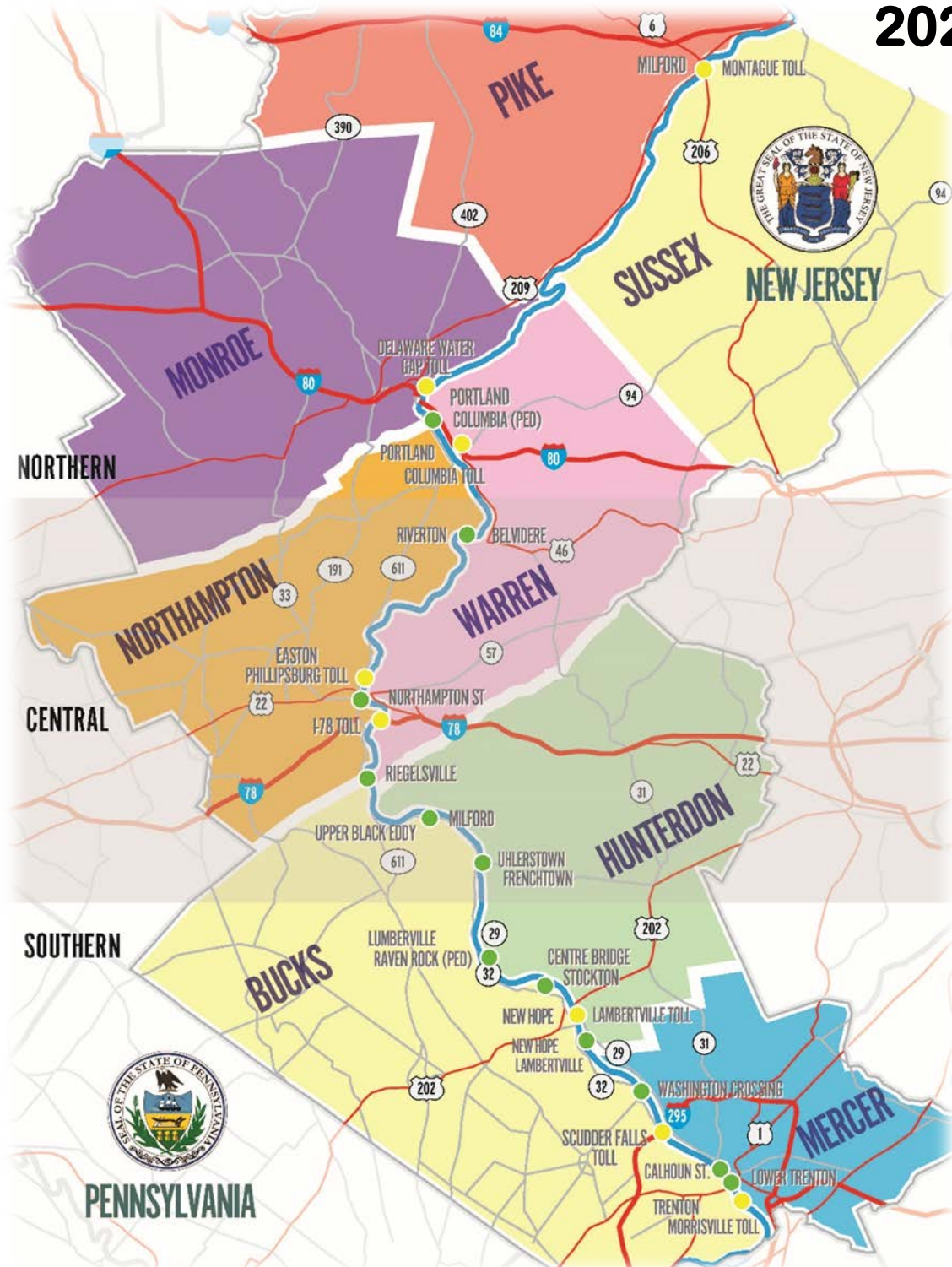




Delaware River
Joint Toll Bridge
Commission

Preserving Our Past, Enhancing Our Future

Anticipated Toll-Funded Capital Project Starts 2021-26





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The proposed 2021 toll adjustment would help fund the following capital improvement program projects that could begin construction over the next five years.

1. Southern Operations & Maintenance Facilities Improvements – Langhorne and Morrisville
2. Northampton Street Toll-Supported Bridge Rehabilitation Project – Easton and Phillipsburg
3. Delaware Water Gap (I-80) Toll Bridge Approach Roadway Improvements
4. New Hope-Lambertville (Route 202) Toll Bridge Pier and Abutment Rehabilitations
5. Milford-Montague (Route 206) Toll Bridge & Approach Roadway Repaving
6. I-78 Toll Bridge Cleaning and Repainting
7. I-78 New Jersey Approach Roadway Repaving
8. Lower Trenton Toll-Supported Bridge Repainting
9. Monitoring systems to detect overweight-vehicle stresses on weight-restricted bridges
10. Other second round of toll-supported bridge* rehabilitations:
 - New Hope-Lambertville
 - Uhlerstown-Frenchtown
 - Centre Bridge-Stockton
 - Riverton-Belvidere
 - Portland-Columbia Pedestrian

*Toll-Supported Bridges:

Unlike other toll agencies in the United States, the Delaware River Joint Toll Bridge Commission is required under its enabling legislation – a Compact approved by the states of New Jersey and Pennsylvania and then affirmed by the U.S. Congress – to operate both toll bridges and non-toll bridges. The Commission refers to these non-tolled crossings as toll-supported bridges because while they are free for qualified vehicles to cross, the costs of operating, maintaining and policing these spans are paid from a share of the proceeds collected at the Commission's toll bridges. Hence, toll-supported.

The word “free” is not used in the bridge titles because that would be inaccurate; toll payers are supporting these older, often-weight-restricted bridges. (By the way, until the early 20th century, all of these toll-supported river crossings were privately owned toll bridges. Two of them are now pedestrian-only crossings.)



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Southern Region Project



Southern Operations & Maintenance Facilities Improvements

Construction of new facilities that will provide maintenance, security and other operations for the for the Commission's southern region bridges. The work will include demolition of the obsolete administration building in Morrisville and reuse of that site with a new salt-storage building, a new building for security and toll personnel, and maintenance facility and infrastructure improvements. Meanwhile, two buildings, adjoining parking spaces and ancillary service/equipment islands would be built on a light-industrial tract that the Commission acquired in the Langhorne section of Middletown Township. The site is virtually equidistant to the Commission's Scudder Falls (I-295) and Trenton-Morrisville (Route 1) Toll Bridges.

Location(s)

- Middletown Township, PA.
Primarily serving the Scudder Falls (I-295) Toll Bridge and the Scudder Falls Administration Building, but also could provide repair & maintenance services for other southern region bridges.
- Morrisville, PA.
Primarily serving the bridges linking Trenton, NJ and Morrisville, PA

Benefits

- Modernization
- Improved storm response
- Prolonged service life of maintenance trucks and equipment
- Increased salt-storage capacity

Estimated Total Program Cost

- \$94.6 million – (includes improvements at Morrisville)

Projected Schedule

- Construction to begin in 2021
- Full completion no later than early 2023



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Bridge Rehabilitation Project



Northampton Street Toll-Supported Bridge Rehabilitation Project

Extend the useful life of this truly unique 125-year-old bridge with a multi-faceted rehabilitation. Tasks would include:

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

Location(s)

- Easton-Phillipsburg

Benefits

- Safety
- Mitigate major repairs necessitating long-term closures for at least 15 years
- Historic preservation
- Walkway improvements
- Improved lighting – roadway and architectural

Estimated Total Program Costs

- \$18.5 million

Projected Schedule

- Begin construction – summer 2021
- Complete end of 2022



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Roadway Improvement Project



Delaware Water Gap (I-80) Toll Bridge Westbound Approach and Roadway Rehabilitation

This project will address a series of deficiencies on the westbound approach to the Delaware Water Gap Toll Bridge's toll plaza. The work is expected to include full-depth replacement of spalling concrete slabs before the toll booths; correction of two roadway dips; replacement of the bridge's concrete sidewalk; and improvements to the road surface, signage and median barriers along the portion of I-80 WB immediately before the bridge in New Jersey.

Location(s)

- Delaware Water Gap (I-80) Toll Bridge
 - Concrete slabs between the bridge and the toll plaza in Delaware Water Gap Borough, PA
 - The Commission-owned portion of I-80 road surface from mile-marker 0.5 to the bridge in Hardwick Twp., NJ

Benefits

- Safety
- Improved Customer Experience
- Accident mitigation
- Enhance Freight Movement

Travel Impacts

- Off-peak and overnight lane closures
- Traffic shifts

Estimated Total Program Costs

- \$5.6 million

Projected Schedule

- Plan/Design - completed
- Construct - 2021



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Structural Improvement Project



New Hope-Lambertville (Route 202) Toll Bridge Substructure Rehabilitation and Repairs

This project would address a series of deficiencies at the abutments and piers that support the New Hope-Lambertville Toll Bridge's superstructure. The work would include cleaning and repointing of granite blocks and concrete caps. Repairs to an abutment backwall.

Location(s)

- New Hope-Lambertville (Route 202) Toll Bridge
 - Delaware Twp., NJ
 - Solebury Twp., PA

Benefits

- Ensure continuing structural integrity of the bridge
- State of Good Repair

Travel Impacts

- None

Estimated Total Program Costs

- \$1.4 million

Projected Schedule

- Plan/Design - 2021
- Construct - 2022



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Improvement Project



Milford-Montague (Route 206) Toll Bridge & Approach Roadway Repaving

This project would address pavement deficiencies on the bridge, along the entire approach roadway on the New Jersey side (up to the DRJTBC limits), and at portions of the approach roadway on the Pennsylvania side. Other work at this work might be added to the project scope as it advances through design to construction over the next year.

This would be the most significant capital project at this location since a 16-month-long rehabilitation project in 2008-09.

Location(s)

- Milford Montague Toll Bridge
 - PA Abutment
Dingman Township, PA
 - NJ Abutment
Montague Township, NJ

Benefits

- Improved customer experience
- Safety
- State of good repair
- Enhanced freight movement

Travel Impacts

- Temporary alternating single-lane travel restrictions
- Shoulder closures
- Possible short-duration traffic stoppages

Estimated Total Program Costs

- \$2.9 million

Projected Schedule

- Plan/Design - 2021
- Construction – 2022



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Improvement Project



Cleaning & Painting of the I-78 Toll Bridge's Twin Spans

This project would involve set up containment for scraping and removal of failing paint and repainting of the bridge's steel girders with a three-coat application of primer, mid-coat and finish coat. The bridge's support structure would be power washed and any graffiti on substructure members would be removed. A variety of ancillary small-scale repairs on this twin structure also might be made part of this project.

This would be the first significant project on this structure since it was put into service in October 1989.

Location(s)

- I-78 Toll Bridge
 - PA Abutment
Williams Township, PA
 - NJ Abutment
Phillipsburg, NJ

Benefits

- Protection of steel girders from the elements
- Extend useful life of the bridge's twin spans

Travel Impacts

- Shoulder closures
- Intermittent off-peak single-lane closures
- Possible overnight lane closures

Estimated Total Program Costs

- \$9.2 million

Projected Schedule

- Plan/Design - 1 year
- Construction – 2023-24



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Roadway Improvement Project



I-78 New Jersey Roadway Milling and Repaving

The Commission owns and maintains 4.2 miles of I-78 on the New Jersey side of the I-78 Toll Bridge.

This is the most heavily used roadway segment in the Commission's system. It also ranks among the busiest trucking routes in the entire country, linking the North Jersey ports region with the robust – and expanding – warehousing destination of Pennsylvania's Lehigh Valley.

The roadway underwent significant rehabilitation in 2007-09 and additional rehabilitation of approach bridges and slabs in 2017-18. This project would mill and repave this strategic freight and commuting segment.

Location(s)

- I-78 EB and WB between Delaware River and NJ Exit 3 (Routes 22 and 173)
 - Phillipsburg
 - Alpha
 - Pohatcong

Benefits

- Safety
- State of Good Repair
- Customer Satisfaction
- Enhanced Freight Movement

Travel Impacts

- Shoulder closures
- Off-peak and overnight lane closures
- Traffic shifts

Estimated Total Program Costs

- \$28.8 million

Projected Schedule

- Plan/Design – 1 year
- Construct – 2024-25



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Infrastructure Protection Project



Bridge Monitoring System for Select Vehicular Bridges

This project would identify electronic sensors (Structural Steel Monitoring System) for detecting structural steel member stresses caused by passage of overweight vehicles on six Commission bridges. The sensors would then be installed on the bridges and tracked remotely to monitor and identify any issues caused by an overweight vehicle crossing.

Location(s)

- Five weight-restricted toll supported bridges:
 - New Hope-Lambertville
 - Centre Bridge-Stockton
 - Riegelsville
 - Northampton Street
 - Riverton-Belvidere
- Milford-Montague Toll Bridge

Benefits

- Safety
- Structural integrity
- Modernization

Travel Impacts

- Possible brief traffic stoppages and flagger-controlled alternating lane patterns during installations

Estimated Total Program Costs

- \$3.9 million

Projected Schedule

- Plan/Design - current
- Construct - 2022



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Bridge Improvement Project



Lower Trenton Toll-Supported Bridge Cleaning and Painting

The Lower Trenton Bridge was last painted in 2005. This work will involve cleaning of the painted portions of the bridge's five truss spans. A three-coat paint system – primer, mid-coat, and top coat – would be applied to the structural steel above the bridge deck, portions of the lower chord and the pedestrian sidewalk railing. The bridge's iconic "Trenton Makes The World Takes" sign will need to be removed and stored temporarily to allow for the painting work.

This is the oldest bridge crossing along the Delaware River. The first bridge – an open-side wooden structure – opened in January 1806. That bridge's piers and abutments are still in service today. All totaled, six different superstructures – one wooden, two iron, and three steel – have been at this location. The current bridge fully opened to traffic in January 1929.

Location(s)

- Lower Trenton Toll-Supported Bridge
 - Trenton, NJ
 - Morrisville, PA

Benefits

- State of Good Repair
- Historic Preservation

Travel Impacts

- Traffic shifts
- Possible brief traffic stoppages and flagger-controlled alternating lane patterns

Estimated Total Program Costs

- \$6.4 million

Projected Schedule

- Plan/Design - 2022
- Construct - 2023



Bridge Rehabilitation



New Hope-Lambertville Toll-Supported Bridge Rehabilitation

This bridge was last rehabilitated in 2004. Cleaning and painting of the bridge's six steel truss spans will be a major focus of this project. Architectural lighting and walkway-surface improvements are other potential tasks under this project. The full list of deficiencies to be addressed in this project will be determined after future biennial bridge inspections.

The latest available inspection report (2019) may be found at: <http://www.drjtbc.org/documents/inspection/>.

Location(s)

- New Hope-Lambertville Toll-Supported Bridge
 - New Hope, PA
 - Lambertville, NJ

Benefits

- Safety
- State of good repair
- Mitigate major repairs necessitating closures for at least 15 years
- Historic preservation
- Walkway improvements

Travel Impacts

- To be determined by project tasks, public involvement, and staging of work

Estimated Total Program Costs

- \$7 million

Projected Schedule

- Plan/Design – 1 year
- Construct – 2023-24



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Bridge Rehabilitation



Uhlerstown-Frenchtown Toll-Supported Bridge Rehabilitation

This bridge was last rehabilitated in 2001. Cleaning and painting of the bridge's six truss spans will be a major focus of this project. Replacement of the bridge's wooden walkway is expected to be another major project task. The full list of deficiencies to be addressed in this project will be determined after future biennial bridge inspections.

The latest available inspection report (2019) may be found at: <http://www.drjtbc.org/documents/inspection/>.

Location(s)

- Uhlerstown-Frenchtown Toll-Supported Bridge
 - Tinicum Twp., PA
 - Frenchtown Borough, NJ

Benefits

- Safety
- State of good repair
- Mitigate major repairs necessitating closures for at least 15 years
- Historic preservation
- Walkway improvements

Travel Impacts

- To be determined by project tasks, public involvement, and staging of work

Estimated Total Program Costs

- \$7.5 million

Projected Schedule

- Plan/Design – 2025
- Construct - 2026



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Bridge Rehabilitation



Centre Bridge-Stockton Toll-Supported Bridge Rehabilitation

This bridge was last rehabilitated in 2007. Cleaning and painting of the bridge's six truss spans will be a major focus of this project. The full list of deficiencies to be addressed in this project will be determined after future biennial bridge inspections.

The latest available inspection report (2019) may be found at: <http://www.drjtbtc.org/documents/inspection/>.

Location(s)

- Centre Bridge-Stockton Toll-Supported Bridge
 - Solebury Twp., PA
 - Stockton Borough, NJ

Benefits

- Safety
- State of good repair
- Mitigate major repairs necessitating closures for at least 15 years
- Historic preservation
- Walkway improvements

Travel Impacts

- To be determined by project tasks, public involvement, and staging of work

Estimated Total Program Costs

- \$8 million

Projected Schedule

- Plan/Design - 2024
- Construct - 2025



DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

Bridge Rehabilitation



Riverton-Belvidere Toll-Supported Bridge

This is the Commission's northernmost through-truss bridge. It was last rehabilitated in 2006-7. Cleaning and painting of the bridge's four truss spans will be a major focus of this project. Replacement of the bridge's wooden walkway is expected to be another significant task. The full list of deficiencies to be addressed in this project will be determined after future biennial bridge inspections.

The latest available inspection report (2019) may be found at: <http://www.drjtbc.org/documents/inspection/>.

Location(s)

- Riverton-Belvidere Toll-Supported Bridge
 - Lower Mount Bethel Twp., PA
 - Town of Belvidere, NJ

Benefits

- Safety
- State of good repair
- Mitigate major repairs necessitating closures for at least 15 years
- Historic preservation
- Walkway improvements

Travel Impacts

- To be determined by project tasks, public involvement, and staging of work

Estimated Total Program Costs

- \$2.9 million

Projected Schedule

- Plan/Design - 2023
- Construct - 2024



Bridge Rehabilitation



Portland-Columbia Toll-Supported Pedestrian Bridge Rehabilitation

This is the site of the last wooden covered bridge on the Delaware River. A four-span plate-girder replacement bridge was opened here in 1958. It is one of two pedestrian-only bridges owned and operated by the Bridge Commission. This structure was last rehabilitated in 2001. Cleaning and painting of the bridge's four plate-girder spans will be the central focus of this project. Replacement of aging concrete walkway and access points is another anticipated task. The full list of deficiencies to be addressed in this project will be determined after future biennial bridge inspections.

The latest available inspection report (2019) may be found at: <http://www.drjtbtc.org/documents/inspection/>.

Location(s)

- Trenton-Morrisville (Route 1)
- New Hope-Lambertville (Route 202)
- I-78
- Easton-Phillipsburg (Route 22)
- Portland-Columbia (Routes 611, 46, 94)
- Delaware Water Gap (I-80)
- Milford-Montague (Route 206)

Benefits

- Safety
- Pollution reduction
- Congestion reduction
- Improved customer experience
- Modernization

Travel Impacts

- Construction at respective locations will be staged to mitigate motorist impacts.

Estimated Total Program Cost

- \$48.5 million

Projected Schedule

- Plan/Design – 1 year
- Construct – 2022-2030