TOLL-SUPPORTED BRIDGES

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

TOLL BRIDGES

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

Delaware River Joint Toll Bridge Commission

Preserving Our Past, Enhancing Our Future

FINAL

2024 TOLL SUPPORTED BRIDGE ANNUAL INSPECTION REPORT

January 2025

Contract C-757A-1

Prepared By:

PCS Pickering Corts & Summerson

Consulting Engineers & Surveyors

Pickering Corts & Summerson
Consulting Engineers & Surveyors

January 15, 2025

Mr. Joseph Resta
Executive Director
Delaware River Joint Toll Bridge Commission
1199 Woodside Road
Yardley, PA 19067

Re: General Engineering Consultant
2023 – 2024 Annual Inspections
DRJTBC Contract No. C-757A-1
Draft Final 2024 Toll-Supported Bridge Annual Inspection Report

Dear Mr. Resta:

Pickering, Corts and Summerson, Inc. is pleased to submit our Draft Final 2024 Toll-Supported Bridge Annual Inspection Report for the Commission's following facilities:

A. The twelve (12) Toll-Supported (Non-Toll) Bridges
B. The eight (8) Toll Bridges (11 structures)
C. Various roadways and thirty-nine (39) approach bridges serving the main river crossings
D. The Commission's Buildings and Grounds

The 2024 Toll-Supported Bridge Annual Inspection Report summarizes our findings based on the 2024 Inspection of the Toll-Supported Bridges. An update of the 2023 inspection of the Toll Bridge Facilities was completed to indicate any material changes in the conclusion and recommendation report sections. All Facilities are in operating condition. Effective January 2018, the Federal Highway Administration (FHWA) revised the definition of Structurally Deficient bridges to consider only the physical condition of the bridge when determining if a bridge is Structurally Deficient. Based on this revision, the DRJTBC no longer has any Structurally Deficient bridges. In addition, FHWA no longer tracks the Functionally Obsolete metric in their archive data.

The 2024 Annual Maintenance Report, which defines activities to be undertaken by the Commission's Maintenance staff, is submitted separately.

Pickering Corts & Summerson
Consulting Engineers & Surveyors

The report identifies ongoing and planned capital projects and their estimated costs for 2025 and 2026. The estimated expenditure for capital projects in 2025 is **$193,357,032**. In addition, an estimated expenditure of **$4,306,000** has been included in the capital plan for new vehicle and equipment purchases in 2025. Therefore, the total amount of ongoing capital projects and vehicle and equipment expenditures in 2025 is estimated to be **$197,663,032.** The estimated expenditure for ongoing capital projects and vehicle and equipment expenditures for 2026 is **$75,121,722.**

I, Theodore A. Tuz, 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 FHWA NHI 12-049 "Bridge Inspectors Reference Manual", FHWA-IP-86-26 "Inspection of Fracture Critical Bridge Members" – 1986, as published by FHWA, and the AASHTO "Manual for Bridge Evaluation, 3rd Edition" – 2018, 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,

Theodore Alan Tuz

Theodore A. Tuz, PE
Senior Bridge Inspection Project Manager

TABLE OF CONTENTS

TOLL BRIDGE FACILITIES

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

MEMBERS OF THE COMMISSION

NEW JERSEY

HONORABLE ALADAR G. KOMJATHY
Chairman

HONORABLE YUKI MOORE LAURENTI
Treasurer

HONORABLE LORI CIESLA

HONORABLE MICHAEL B. LAVERY

VACANCY

PENNSYLVANIA

HONORABLE PAMELA JANVEY
Vice Chair

HONORABLE DANIEL H. GRACE
Secretary

HONORABLE JOHN D. CHRISTY

HONORABLE DANIELLA YOUNG

HONORABLE ISMAIL A. SHAHID

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

PROFESSIONAL ASSOCIATES

CONSULTING ENGINEERS

PICKERING, CORTS AND SUMMERSON, INC.
Newtown, Pennsylvania

LEGAL COUNSEL

ARCHER & GREINER, P.C.
Philadelphia, Pennsylvania

FLORIO, PERRUCCI, STEINHARDT & CAPPELLI
Phillipsburg, New Jersey

LABOR COUNSEL

STRADELY, RONON
Philadelphia, Pennsylvania

CHISEA SHAHINIAN & GIANTOMASI
West Orange, New Jersey

AUDITOR

MERCADIEN, P.C.
Hamilton, New Jersey

FINANCIAL ADVISOR

ACACIA FINANCIAL GROUP
Mt. Laurel, New Jersey

COMMUNICATIONS CONSULTANT

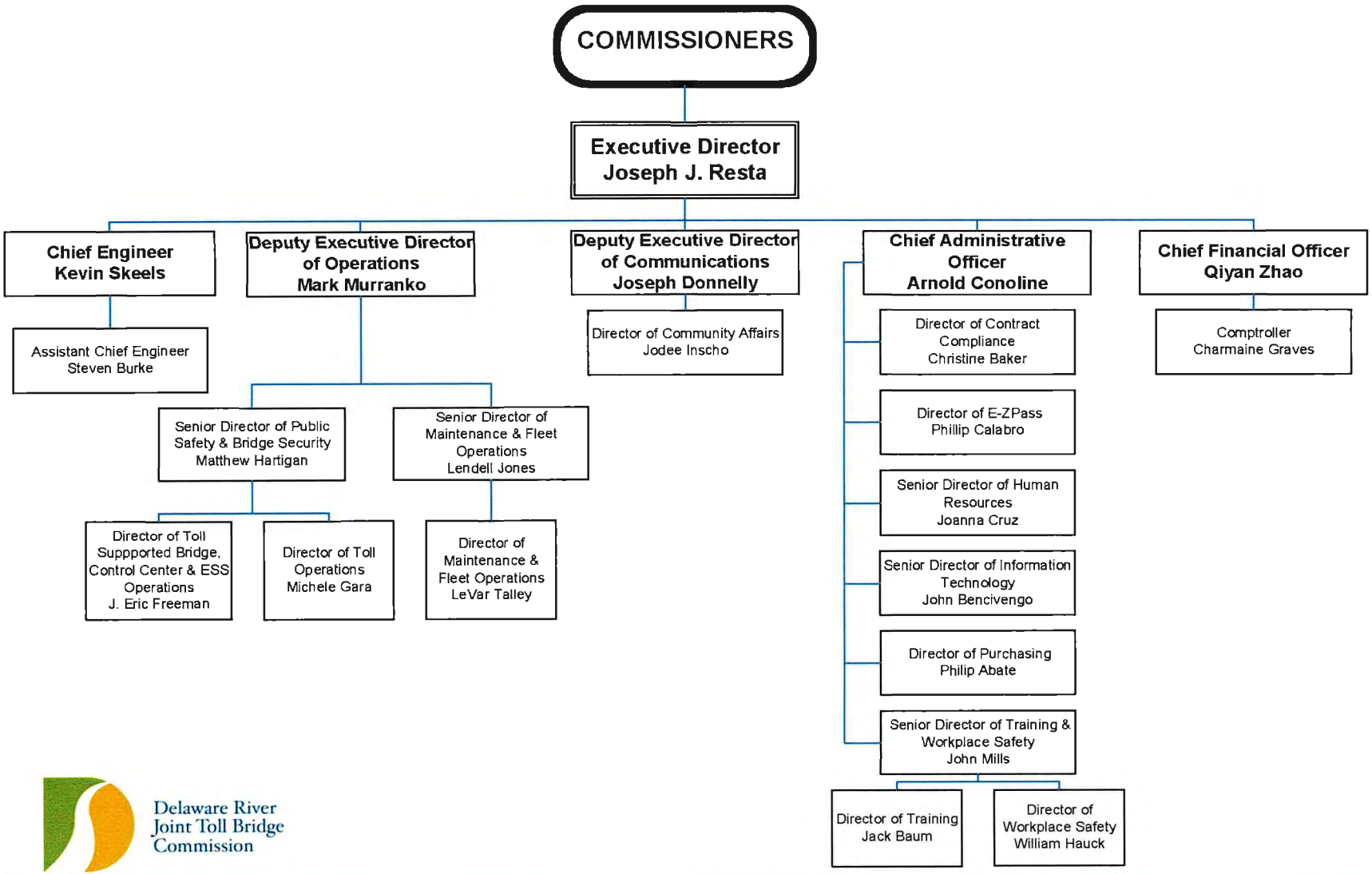
BELLEVUE COMMUNICATIONS
Philadelphia, Pennsylvania

INVESTMENT ADVISOR

STONERIDGE PMG ADVISORS, LLC
Radnor, Pennsylvania

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

ORGANIZATION CHART



Delaware River
Joint Toll Bridge
Commission

INTRODUCTION

In accordance with the National Bridge Inspection Standards (NBIS) established by the Federal Highway Administration (FHWA), all bridges must be inspected at least once every twenty-four (24) months, more often if warranted due to condition. Under the Commission's Bond Indenture, all bridges and toll facilities are to be inspected once every twenty four (24) months. The Commission will inspect its Toll-Supported Bridges in even years (2024, 2026, etc.) and the Toll Bridges in odd years (2025, 2027, 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 2024 Toll-Supported Bridge Annual Inspection Report of bridges and facilities owned and operated by the Delaware River Joint Toll Bridge Commission contains the findings of the 2024 inspections of the Toll-Supported Bridges. This year's inspections consisted of twelve Toll-Supported Bridges (12 structures) and any accompanying facilities and approach structures. In addition to the bridge inspections, inspections of the Toll-Supported Bridge Monitor Shelters were conducted, including all approach roadways and ramps, as well as a sign reflectivity assessment of all signs at the Toll-Supported Bridge facilities, under the jurisdiction of the Commission. The conclusions and recommendations concerning the Toll Bridges are based on the 2023 inspections. Any updates to the 2023 conclusions or recommendations for the Toll Bridges are indicated by text that is ***bold and italicized***. The inspection findings shown for the Toll Bridges are for informational purposes.

Commission Regional Maintenance Supervisors and maintenance personnel provided our inspection crews with support services and access equipment necessary for performing the inspections. 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 Commission-owned equipment including variable length ladders, rigging/cabling, small boats, lift trucks, and Aspen A62-T under-bridge snooper.

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 *2024 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 and debris 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. Spans are numbered from Pennsylvania (Span 1) increasing to New Jersey. 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 (2001-2024)		
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	$29,976,422
707	Commission Administration Building at Scudder Falls	$25,921,208
396	Electronic Surveillance/Detection System	$21,083,025
430	M-M Toll Bridge Rehabilitation	$18,507,283
379	E-Z Pass Implementation	$18,023,146
472	Delaware Water Gap Toll Bridge Rehabilitation	$17,582,749
506	I-78 Toll Bridge PA Approach Paving Improvements	$16,489,230
	100 Completed Projects each Under $500,000	$14,139,377
393	Prelim. Engineering & Environmental Doc. for the Scudder Falls (I-95) Improvements	$13,126,249
644	I-78 Bridges and Approach Slabs Rehabilitation	$13,102,781
508	I-78 Welcome Center & Maintenance Garage Improvements	$11,642,190
447	CS TSB Rehabilitation	$10,866,358
444	Upper Black Eddy - Milford TSB Rehabilitation	$9,967,847
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
645	Buildings & Facilities Energy Conservation Measures	$7,245,173
543	NH-L TB PA & NJ Approach Roadways Repaving & NJ Route 29 Overpass Bearing Seat & Bridge Painting	$7,200,146
566	P-C Approach Roadway Improvements	$7,134,156
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

COMPLETED PROJECTS (2001-2024)		
CONTRACT NO.	**PROJECT**	**PROGRAM COST**
427C	E-Z Pass 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
719	DWG Westbound Toll Plaza Approach and Roadway Rehabilitation	$4,162,199
718	Milford - Montague Toll Bridge & Approach Roadway Repaving	$3,636,485
443	L-RR TSB Rehabilitation & Retaining Wall Reconstruction	$3,574,538
730	Trenton Morrisville TB Salt Storage Building	$3,434,604
474	DWG Maintenance Garage Improvements	$3,298,061
442A	Phase 1 Rehabilitation & Concept Study for the Washington Crossing TSB	$3,293,657
498	NH-L TB - Floorbeam Bracket Improvements	$3,022,595
639	Trenton-Morrisville TB Approach Roadways Improvements	$2,863,511
436	E-P TB Sign Struct Replacements, Repair & Signage Upgrades	$2,725,971
639LT	Lower Trenton TSB Approach Roadways Improvements	$2,284,681
711	E-P TB Salt Storage Building	$2,193,730
721	I-78 Pavement Rehabilitation (Joint Rehabilitation)	$2,162,711
441	P-C TB Facility Improvements	$2,055,181
CAI1	Compact Authorized Investment Consultants	$1,918,550
611	New Hope - Lambertville Toll Bridge Salt Storage Facility Improvements	$1,880,032
708	New Hope - Lambertville Toll Bridge Floor System Rehabilitation	$1,850,410
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
717	M-M TB Salt Storage Building	$1,425,601
641	E-P TB Ramp C Slope Stabilization	$1,405,981
677	Scudder Falls Bridge Interim Deck Repairs	$1,241,049
528	Financial Management System	$1,207,991
650	R-B TSB Critical Members Strengthening	$1,177,739
624	DWG River Road Improvements	$1,013,113
564	E-P Parking Lot & Drainage Improvements	$1,006,083
742	U-F TSB Retaining Wall Replacement	$1,002,827
427D	E-Z Pass 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
687	Lower Trenton Toll Supported Bridge "Trenton Makes" Sign Replacement	$942,397
514	District 3 Toll Bridge Facilities Emergency Generators Improvements	$878,719
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
685	CB-S TSB Approach Pavement & Stormwater Inlet Improvements	$640,150
584	Customer Service Center / Violations Processing Center	$631,060
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

COMPLETED PROJECTS (2001-2024)		
CONTRACT NO.	**PROJECT**	**PROGRAM COST**
368	Southerly Crossing Corridor Study	$544,643
373	E-P Pavement of Bridge Approaches (PennDOT)	$517,090
	Total Completed Projects (2001-2024)	**$ 606,164,110**

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	Scudder Falls Bridge Replacement Project	$573,655,338
697	Washington Crossing Bridge Replacement	$157,310,071
519TM	Southern Ops. & Maintenance Facilities Improvements - (T-M)	$63,541,354
792	In-Lane Toll System (Replacement or AET Conversion)	$36,137,821
694	NH-L Toll Supported Bridge Rehabilitation	$35,855,883
PSBS	Electronic Surveillance System (ESS) Department Projects	$34,907,259
642	Uhlerstown - Frenchtown TSB Rehabilitation	$32,241,190
766	I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure Upgrades	$29,450,616
519L	Southern Ops. & Maintenance Facilities Improvements - Langhorne)	$27,410,045
794	DWG Salt Storage Building & Equipment Storage Building	$27,222,300
782A	Underwater Substructure Improvements - All Regions	$25,798,614
590	Northampton Street Toll-Supported Bridge Rehabilitation	$18,043,832
540	ETC System Replacement	$17,332,535
791	NJ E-ZPass Customer Service Center Next Generation Agreement	$13,475,210
571	Bridge Monitor Shelter Enhancement Program	$11,231,671
754NHL	NH-L Toll Bridge All Electronic Tolling	$9,300,078
709	T-M TB Route 1 & PA Avenue Interchange Improvements	$9,208,546
746	Trenton - Morrisville TB Roadway Paving & Deck Sealing	$6,670,956
800	Overweight / Overheight Vehicle Detection System	$5,561,787
738	L-RR TSB Architectural Lighting & ESS	$4,301,958
700	E-ZPass Department - Transponders	$3,664,539
758	New Hope - Lambertville Toll Bridge Backwall Rehabilitation	$3,158,404
556	Structural Health Monitoring	$3,111,042
630	IT Department Capital Improvements	$2,842,031
693	E-ZPass Customer Service Center AET System Components	$2,530,719
793	Soft AET In-Lane Toll System & Signage	$2,141,313
787A1	I-78 NJ Abutment Slope & Drainage Improvements	$2,091,878
647	Regional Facility Improvement Projects (In-house)	$1,861,939
799	Milford-Montague Toll Bridge Structural Analysis and Repairs	$1,593,730
765	New Jersey E-ZPass Customer Service Center Procurement	$1,567,987
781	Riverton Belvidere TSB Wing/Retaining Wall Construction	$920,923
760A6	Toll Plaza Restriping	$819,583
749	Electronic Toll Collection Technology Enhancements	$810,000
741	NH-L TB Stone Veneer Replacement	$795,330
797	Toll-Supported Bridge Cabling & Rigging	$700,000
519NH	Southern Ops. & Maintenance Facilities Improvements - (NH-L)	$683,723
777	Centre Bridge - Stockton Toll-Supported Bridge Bearing and Bridge Seat Rehab	$630,250
TWS	Training & Workplace Safety Department	$500,000
769A5	WX TSB PA Oversize Vehicle Protection Structure	$350,000
744	IAG Hub	$323,500
773	All Electronic Tolling Implementation Plan	$262,500
788A2	Calhoun Street TSB Knee Brace Replacement	$194,603
	Total Projects Underway	**$ 1,170,211,055**

PROJECTS PLANNED		
CONTRACT NO.	**PROJECT**	**PROGRAM COST**
780	NH-L TB Rehabilitation	$70,501,911
776	Milford - Montague TB Rehabilitation	$53,316,529
775	Calhoun Street TSB Rehabilitation	$45,168,007
698	Lower Trenton Toll Supported Bridge Rehabilitation	$44,179,401
756	UBE-M TSB Rehabilitation	$37,294,349
779	T-M TB Painting & Repairs including Approach Structures	$28,851,843
659	Centre Bridge Stockton Toll Supported Bridge Rehabilitation	$27,986,663
753I78	I-78 Toll Bridge All Electronic Tolling	$27,485,948
552	Cleaning & Painting of the I-78 Main River Bridges	$26,334,994
755	Riegelsville TSB Rehabilitation	$24,018,376
713	E-P TB Admin Building Modernization & Generator Upgrade	$19,745,840
658	R-B TSB Rehabilitation	$19,512,515
691	Trenton-Morrisville Toll Bridge All Electronic Tolling	$15,940,793
754EP	E-P Toll Bridge All Electronic Tolling	$15,289,925
PINS	Bridge Pin Replacement Contingency	$14,000,000
753DWG	DWG Toll Bridge All Electronic Tolling	$12,970,508
622	Portland - Columbia Ped. TSB Improvements	$8,612,802
798	Enterprise Resource Planning (ERP) System	$5,850,000
790A	I-78 PA Approach Roadway Pavement Rehabilitation	$4,808,534
807	Upper Black Eddy - Milford TSB Paint, Steel, & Masonry Repairs	$3,655,520
764	SFTB Deck Sealing & Shared Use Path PPC Overlay	$3,351,072
808	Trenton - Morrisville Toll Bridge Deck Resealing Program (5rs)	$3,303,931
754PC	P-C Toll Bridge All Electronic Tolling	$3,253,003
795A	I-78 Pennsylvania Approach Roadway Stormwater Improvements	$3,189,407
806	Riverton - Belvidere TSB Paint System Repairs	$2,754,328
805	Lower Trenton TSB Span 4 Interim Repairs	$2,682,500
748	I-78 TB Deck Sealing Program	$1,787,778
774	Lower Trenton TSB 'Trenton Makes The World Takes' Sign Component Replacement	$1,432,500
813	Lighting Control System Upgrade	$1,062,500
809	E-P TB Broad Street Viaduct Sidewalk Replacement	$1,046,200
811	T-M TB Miscellaneous Substructure Spall Repairs	$989,000
754MM	M-M Toll Bridge All Electronic Tolling	$776,047
682	Fuel Management System	$756,768
796	Milford – Montague Toll Bridge Storage Building	$728,684
812	2026 Level 3 – Investment Grade Traffic and Revenue Forecasts	$710,000
778	NH-L TB Deck Sealing	$607,967
714	Sign Replacement Program	$150,000
747	Truck Permit System Upgrade	$94,000
810	Traffic Count System Upgrades Program	$50,000
	Total Projects Planned	**$ 534,250,143**

VEHICLES & EQUIPMENT, LABOR AND UNFORESEEN PROJECTS (2001-2034)

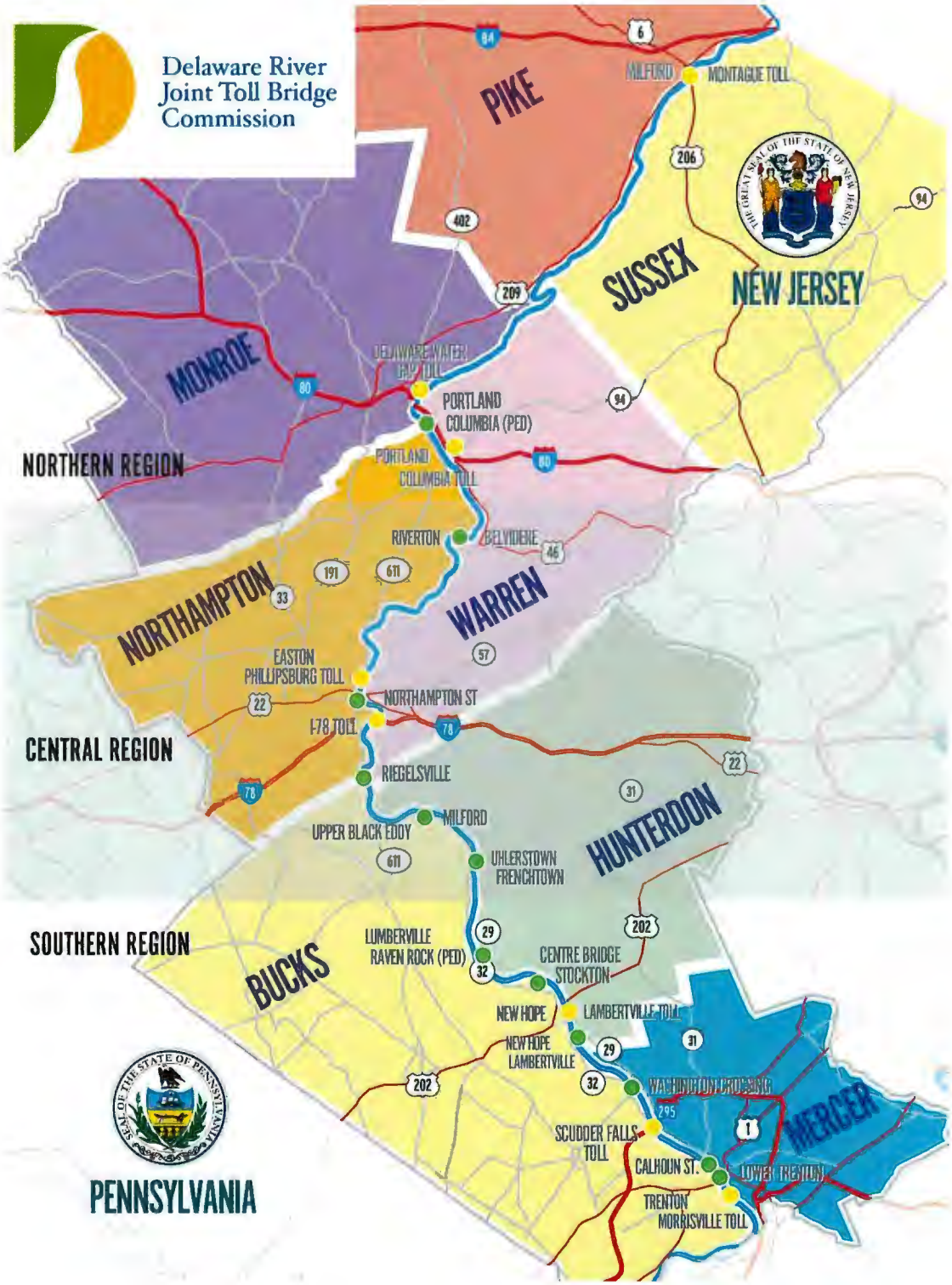
Capitalized Engineering Department Labor	$37,419,386
Capital Program Management Consultant Expenditures	$25,063,091
Vehicles & Equipment	$83,604,871
Unforeseen Projects (All Bridges)	$26,315,069
TOTAL	**$ 2,483,027,726**

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 2024 Annual Inspection Report reflects the estimated cost of recommended improvements for Toll-Supported Bridges, funded by the General Reserve in 2025 and 2026. Cost sheets for the Toll Bridges have also been updated to reflect anticipated costs in 2025 and 2026. 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-8.

KEY SHEET


Delaware River
Joint Toll Bridge
Commission
PIKE
MILFORD
MONTAGUE TOLL
SUSSEX
NEW JERSEY
MONROE
DELAWARE WATER GAP TOLL
PORTLAND
COLUMBIA (PED)
PORTLAND
COLUMBIA TOLL
NORTHERN REGION
RIVERTON
BELVIDERE
NORTHAMPTON
WARREN
EASTON
PHILLIPSBURG TOLL
NORTHAMPTON ST
I-78 TOLL
CENTRAL REGION
RIEGELSVILLE
MILFORD
UPPER BLACK EDDY
UHLERSTOWN
FRENCHTOWN
HUNTERDON
SOUTHERN REGION
LUMBERVILLE
RAVEN ROCK (PED)
CENTRE BRIDGE
STOCKTON
BUCKS
NEW HOPE
LAMBERTVILLE TOLL
NEW HOPE
LAMBERTVILLE
WASHINGTON CROSSING
MERCER
SCUDDER FALLS
TOLL
CALHOUN ST.
LOWER TRENTON
TRENTON
MORRISVILLE TOLL
PENNSYLVANIA

COMMISSION INITIATIVES

AND SYSTEM-WIDE PROJECTS

(2025 - 2026 Expenditures)

CAPITAL PLAN ESTIMATED EXPENDITURES

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

Contrac	Project Description	*Program Cost*	*2025*	*2026*	*2 Year Total*
CapEng	**Capitalized Engineering Department Labor** 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.	*$37,419,386*	$1,550,000	$1,550,000	**$3,100,000**
502	**CPMC (CAPITALIZED CPMC LABOR)** This project includes Contract No. C-502A Capital Program Management Consultant (CPMC) Services into 2023. 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.	*$25,063,091*	$1,900,000	$750,000	**$2,650,000**
744	**IAG Hub** The IAG will procure and build a transaction processing hub. The hub will receive an distribute E-ZPass transactions and transponder status from all IAG agencies, ultimately eliminating the inefficient peer-to-peer file transfer. Additionally, the hub will connection to other regional hubs that are outside of the IAG but within North America therefore creating interoperability throughout North America.	*$323,500*	$74,500	$74,500	**$149,000**
749	**Electronic Toll Collection Technology Enhancements** This project will consist of researching, developing and implementing alternate toll payment applications.	*$810,000*	$394,022	$394,022	**$788,043**
747	**Truck Permit System Upgrade** This project will consist of upgrades to the Overweight / Oversize Truck Permitting system.	*$94,000*	$70,500	$23,500	**$94,000**
540	**ETC System Replacement** Replacement of the existing Electronic Toll Collection (ETC) System which was implemented in 2002 and had an expected life of 8 to 10 years. Includes AET installation at new Scudder Falls Bridge.	*$17,332,535*	$2,723,379	$167,052	**$2,890,432**
556	**Structural Health Monitoring** 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.	*$3,111,042*	$356,625	$534,937	**$891,562**

CAPITAL PLAN ESTIMATED EXPENDITURES

Contrac	Project Description	*Program Cost*	General Reserve Fund *2025*	*2026*	*2 Year Total*
630	**IT Department Capital Improvements** IT Department Capital Projects. For details see the Cost Backup Data Sheet.	*$2,842,031*	$1,235,000	$0	**$1,235,000**
PSBS	**Electronic Surveillance System (ESS) Department Projects** Public Safety / Bridge Security Department Capital Projects. For details see the Capital Program Cost Backup Data Sheets.	*$34,907,259*	$2,684,560	$1,123,060	**$3,807,620**
647	**Regional Facility Improvement Projects (In-house)** Capital projects requested by DEDO / Maintenance. For details see the Cost Backup Data Sheets.	*$1,861,939*	$285,000	$0	**$285,000**
TWS	**Training & Workplace Safety Department** Capital projects requested by DEDO / Training & Employee Safety. For details see the Cost Backup Data Sheets.	*$500,000*	$500,000	$0	**$500,000**
571	**Bridge Monitor Shelter Enhancement Program** This project will include the system-wide replacement of all toll-supported bridge officers' shelters throughout the Commission, creating two standardized officer shelter types.	*$11,231,671*	$1,769,194	$2,034,318	**$3,803,511**
693	**E-ZPass Customer Service Center AET System Components** The design and build of the E-ZPass Customer Service Center / Violation Processing Center video billing that is needed to support	*$2,530,719*	$1,233,949	$0	**$1,233,949**
700	**E-ZPass Department - Transponders** Replacement E-ZPass tags per E-Zpass Department.	*$3,664,539*	$580,000	$0	**$580,000**
765	**New Jersey E-ZPass Customer Service Center Procurement** This project includes the DRJTBC's allotted cost for the replacement of the New Jersey E-ZPass Customer Service Center. The purpose of these charges are for the procurement for the next New Jersey E-ZPass Customer Service Center. The Commission is required to pay its portion along with the other Agencies in the consortium.	*$1,567,987*	$551,461	$275,730	**$827,191**
714	**Sign Replacement Program** This project will of replacing those signs inspected by the GEC which fail the retroreflectivity comparison test. Most of these signs are smaller signs such and it is assumed these will be replaced by maintenance forces and the cost will be for material only.	*$150,000*	$69,730	$69,730	**$139,460**
810	**Traffic Count System Upgrades Program** This project is for upgrades to the hardware and software for the Free Direction Traffic Counter System.	*$50,000*	$50,000	$0	**$50,000**
682	**Fuel Management System** 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.	*$756,768*	$378,384	$378,384	**$756,768**

CAPITAL PLAN ESTIMATED EXPENDITURES

Contract	Project Description	*Program Cost*	General Reserve Fund *2025*	*2026*	*2 Year Total*
773	**All Electronic Tolling Implementation Plan** In order to advance the recommendations associated with All Electronic Tolling (AET) system wide, the Commission is in need of an implementation plan/playbook. The plan will include an overall program, the various elements to be implemented, study level concepts and a high level implementation schedule.	*$262,500*	$27,266	$0	**$27,266**
782A	**Underwater Substructure Improvements - All Regions** Underwater repairs on scour countermeasures and substructure of bridges in all Regions.	*$25,798,614*	$12,505,817	$11,910,572	**$24,416,389**
791	**NJ E-ZPass Customer Service Center Next Generation Agreement** This project assumes that the Commission will participate in the NJ E-ZPass CSC Next Generation contract. Per the NJTA (lead agency) the contract will include Years 1 - 3 Implementation Phase 1, Year 4 Implementation Phase 2 and Operation & Maintenance during years 4 - 13.	*$13,475,210*	$4,413,716	$4,413,716	**$8,827,433**
792	**In-Lane Toll System (Replacement or AET Conversion)** This project includes the installation of an in-lane system to support the AET Hard Conversion at the Commission's seven conventional toll bridges. Regardless of AET, the In-lane system contract would still be needed to replace the existing system as it reaches its end of life.	*$36,137,821*	$21,851,350	$1,976,450	**$23,827,800**
793	**Soft AET In-Lane Toll System & Signage** This project will consist of the in-lane toll system changes and the consulting and construction services needed to support the transition to soft All Electronic Toll (AET) Collection.	*$2,141,313*	$780,599	$0	**$780,599**
800	**Overweight / Overheight Vehicle Detection System** This project will consist of use microwave or LiDAR technology and surveillence cameras to identify and deter oversized vehicles from crossing toll supported bridges with posted height or weight restrictions.	*$5,561,787*	$2,186,048	$2,085,683	**$4,271,731**
760A6	**Toll Plaza Restriping** This project will consist of reviewing all traditional toll plaza striping and updating striping to the latest standards or best management practitices for toll plazas, with specific detail to striping prior to impact attenators to alleviate incidental strikes to Commission attenutaors.	*$819,583*	$739,077	$0	**$739,077**
798	**Enterprise Resource Planning (ERP) System** Purchase of software and implementation services, including training and hardware, for an enterprise management software system.	*$5,850,000*	$3,035,000	$2,815,000	**$5,850,000**
797	**Toll-Supported Bridge Cabling & Rigging** This project will consist of developing standard drawings for each toll-supported bridge and purchasing the necessary equipment to cable and rig each bridge per those designs.	*$700,000*	$657,500	$0	**$657,500**

CAPITAL PLAN ESTIMATED EXPENDITURES

Contrac	Project Description	*Program Cost*	*2025*	*2026*	*2 Year Total*
			General Reserve Fund		
812	**2026 Level 3 – Investment Grade Traffic and Revenue Forecasts** This project includes developing a complete investment grade traffic and revenue study for the Commission's Eight Toll Bridges. This study will support a potential toll rate adjustment.	*$710,000*	$284,000	$426,000	**$710,000**
813	**Lighting Control System Upgrade** Project includes a new Commmission-wide lighting control system to replace the existing CIMCON lighting control system which is at end of life.	*$1,062,500*	$796,875	$265,625	**$1,062,500**
PINS	**Bridge Pin Replacement Contingency** This project will consist of the replacement of pin connections as a result of deterioration of the pin as identified by ultrasoninc testing and visual inspection where possible. Ultrasonic Testing of the Pins is required in 2025, and is funded in the 2025 Operations Budget.	*$14,000,000*	$14,000,000	$0	**$14,000,000**

	Program Cost	*2025*	*2026*	*2 Year Total*
Total for all of the above Commission Initiatives and System-wide Projects:	***$250,735,793***	***$77,683,552***	***$31,268,279***	***$108,951,831***

LOWER TRENTON

TOLL-SUPPORTED BRIDGE

(Structure No. 40)

Delaware River Joint Toll Bridge Commission

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 composite 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 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. In May 2018 under Contract No. TS-687A Lower Trenton Toll-Supported Bridge Sign Lighting Replacement, upgrades were completed to the sign. This contract upgraded the "Trenton Makes The World Takes" letters by removing the existing neon tube lighting, painting the letter housings, and installing new color changing LED strip lighting.

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.

Contract No. TS-699A, NJ Approach Traffic Signal Upgrades, was completed in 2018 which included the installation of traffic signs, traffic signals, and pedestrian signal upgrades at the east approach of the bridge.

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

LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor shelter is located at the northwest Pennsylvania approach, installed in 2006.

SIGNIFICANT FINDINGS

Based on the findings of the 2024 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 PA approach roadway is in good condition. The NJ approach roadway consists of a bridge owned and maintained by NJDOT.

The bridge deck in overall satisfactory condition.

The superstructure is in satisfactory condition. Numerous lower chord gusset plates at all trusses exhibit localized areas of up to 1/4" section loss with occasional 2" maximum edge loss. Lower chord members at the south truss typically exhibit material losses up to 3/16". Up to 1/2" 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 localized areas of active rust and paint chalking, with the chalking more severe at the top plate at the upper chord where heavy bird droppings are common. Several bolts and rivets throughout the truss are missing, loose, or exhibit section loss. Floorbeams show occasional pack rust at the truss connections as well as localized section loss up to 1/4" deep at the top and bottom flanges. Multiple stub stringers over the piers have gaps between the bottom flange and bearing. The floorbeams, stringers, and bearings exhibit localized areas of coating loss and active rust. Several anchor bolts at the truss bearings have sheared or exhibit heavy rust with significant section loss.

The substructure above the waterline is in satisfactory condition. The abutments and piers exhibit numerous areas of cracked and missing mortar with vegetation growth at the joints. A few piers also show loose and deteriorated stones in isolated areas. The pier concrete aprons were mostly not visible at the time of inspection due to the water level, but the upper concrete apron at Pier 4 was observed to have areas of moderate to heavy scaling with some exposed reinforcement bars. The underwater report notes that this original apron is supplemented below by a newer concrete apron which was submerged and not visible during this inspection.

An underwater inspection was performed in 2021 under Contract No. C-759A-1. The substructure units below the waterline were found to be in satisfactory condition.

LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall satisfactory condition. The electrical panel in the PA Bridge Monitor shelter is improperly located in the restroom. There are exposed electrical system wires for traffic signals on the NJ side entering the bridge. Numerous other maintenance level defects were observed throughout the Bridge Monitor shelter and the grounds.

CONCLUSIONS

Based on the findings of the 2024 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:
  - Repair or replace the east and west abutment deck joints.
  - Perform miscellaneous structural steel repairs (rivets, anchor bolts, section loss, impact damage, shim plates, etc.).
  - Replace fractured masonry stones at the abutments and piers.
  - Repair the spalled concrete aprons at Pier 1 and Pier 4.
  - Patch the spalls at the deck underside.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

LOWER TRENTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Relocate the electrical panel away from the toilet in the PA Bridge Monitor Shelter rest room.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Lower Trenton Toll-Supported Bridge

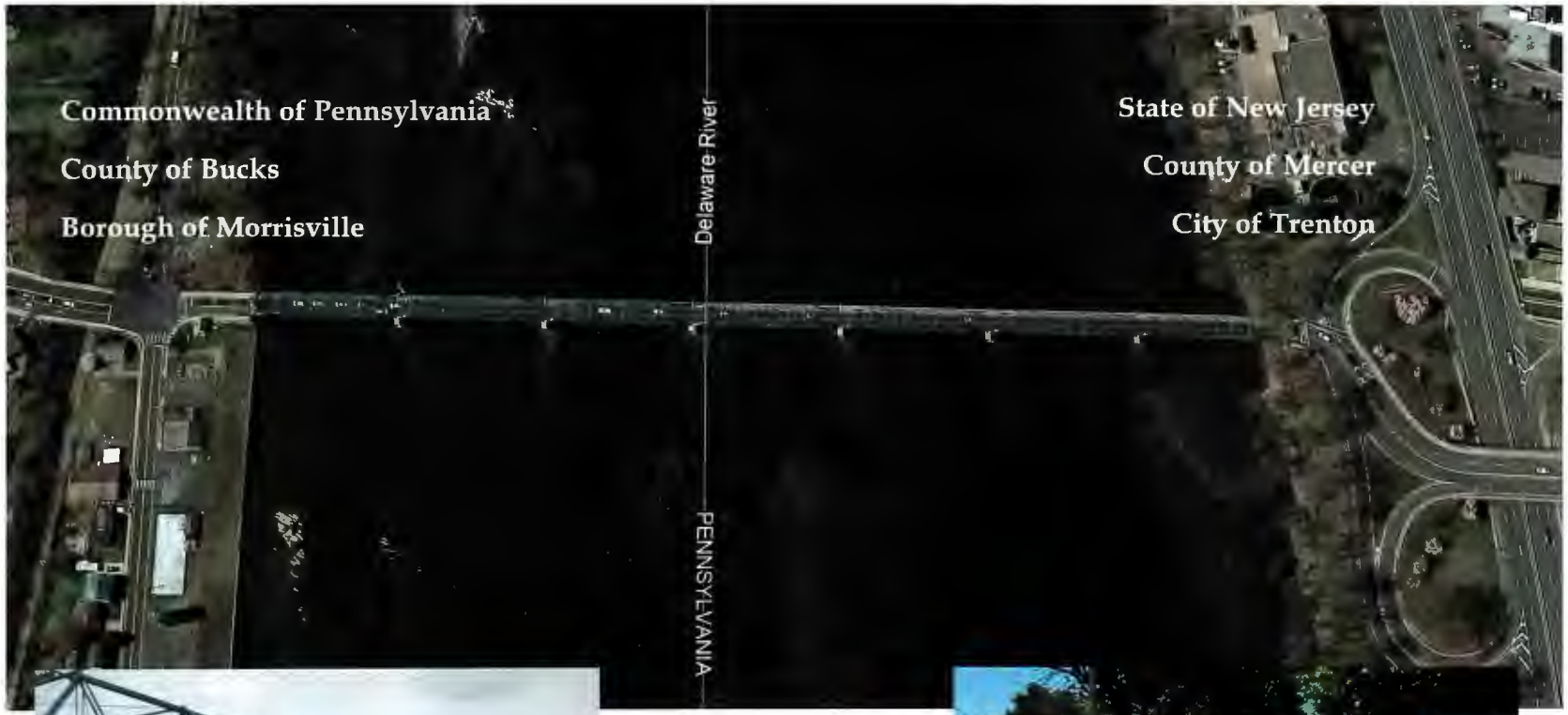
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	This bridge was rehabilitated in 1997 **The Trenton Makes sign elements were replaced in 2017.**				
805	**Lower Trenton TSB Span 4 Interim Repairs**	*$0*	$288,250	$2,394,250	**$2,682,500**
	BRIDGES SUB TOTAL	***$0***	**$288,250**	**$2,394,250**	**$2,682,500**
	Facilities and Grounds				
LTTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
774	**Lower Trenton TSB 'Trenton Makes The World Takes' Sign Component Replacement**	*$0*	$315,000	$1,117,500	**$1,432,500**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$365,000**	**$1,167,500**	**$1,532,500**
	TOTAL COST	***$0***	**$653,250**	**$3,561,750**	**$4,215,000**

CALHOUN STREET

TOLL-SUPPORTED BRIDGE

(Structure No. 60)



Delaware River Joint Toll Bridge Commission

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 bridge serves as a connector between NJ Route 29 and PA Route 32. 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 composite 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–447B 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 Monitor shelter is located at the southwest and southeast corners of the Pennsylvania and New Jersey approaches, respectively.

SIGNIFICANT FINDINGS

Based on the findings of the 2024 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 satisfactory condition.

The approaches are in satisfactory condition.

The deck is in good condition.

The superstructure is in satisfactory condition. Several pin bearing castings exhibit a fracture at the bottom corner adjacent the floorbeam top flange. Span 2, north truss L5 pin bearing casting exhibits a 5" long vertical crack and 1 3/4" long horizontal crack through the stiffener at the west side. The cracks travels through a 1/4" diameter hole near mid-height of the casting.

The substructure above the waterline is in satisfactory condition. Pier 2 exhibits masonry deterioration above the waterline. Piers 2, 4, 5 and 6 exhibit cracks through mortar joints and some stones with parts of some stones spalled/missing.

An underwater inspection was performed in 2021 under Contract No. C-759A-1. The substructure units below the waterline were found to be in satisfactory condition.

CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall satisfactory condition. However, the interior exhibits water-damaged ceiling insulation and tile. There is also a defective interior electrical outlet and heater. Additionally, open cracks and spalls are present, along with a wide crack in the exterior east foundation wall. The exterior floor drain is clogged, potentially leading to flooding problems in the shelter basement.

The New Jersey Bridge Monitor shelter is generally in good condition. Nevertheless, several areas of damaged vinyl siding were noted. The foundation pad is spalled, and the concrete around the building's perimeter is uneven. A gap exists in the pedestrian railing adjacent to the shelter wall.

The Pennsylvania approach guiderail on the northwest corner of the intersection of Calhoun Street and North Delmorr Avenue has sustained moderate collision damage. Numerous other maintenance-level defects were observed throughout the Bridge Monitor shelter and its grounds.

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting the posted load.

CALHOUN STREET TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Replace cracked decorative castings (knee braces) at the south truss throughout.
  - Replace broken and cracked pin bearing castings.
  - Install new anchor bolts at Span 1 south truss bearing at pier 1 and Span 4 north truss bearing at Pier 4.
  - Insert shim plates at stub stringer pier bearings.
  - Replace the damaged guide rail sections at the northwest approach guiderail and end terminal.
  - Repair the void in pier 6.
  - Repair the broken apron at pier 2.
  - Repair the undermined apron at piers 4 and 5.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

CALHOUN STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall satisfactory condition.

The New Jersey Bridge Monitor shelter is in overall good condition.

- Items to be included in future repair contract:
  - Replace the damaged Pennsylvania approach guiderail on the northwest corner of the intersection of Calhoun Street and North Delmorr Avenue.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Calhoun Street Toll-Supported Bridge

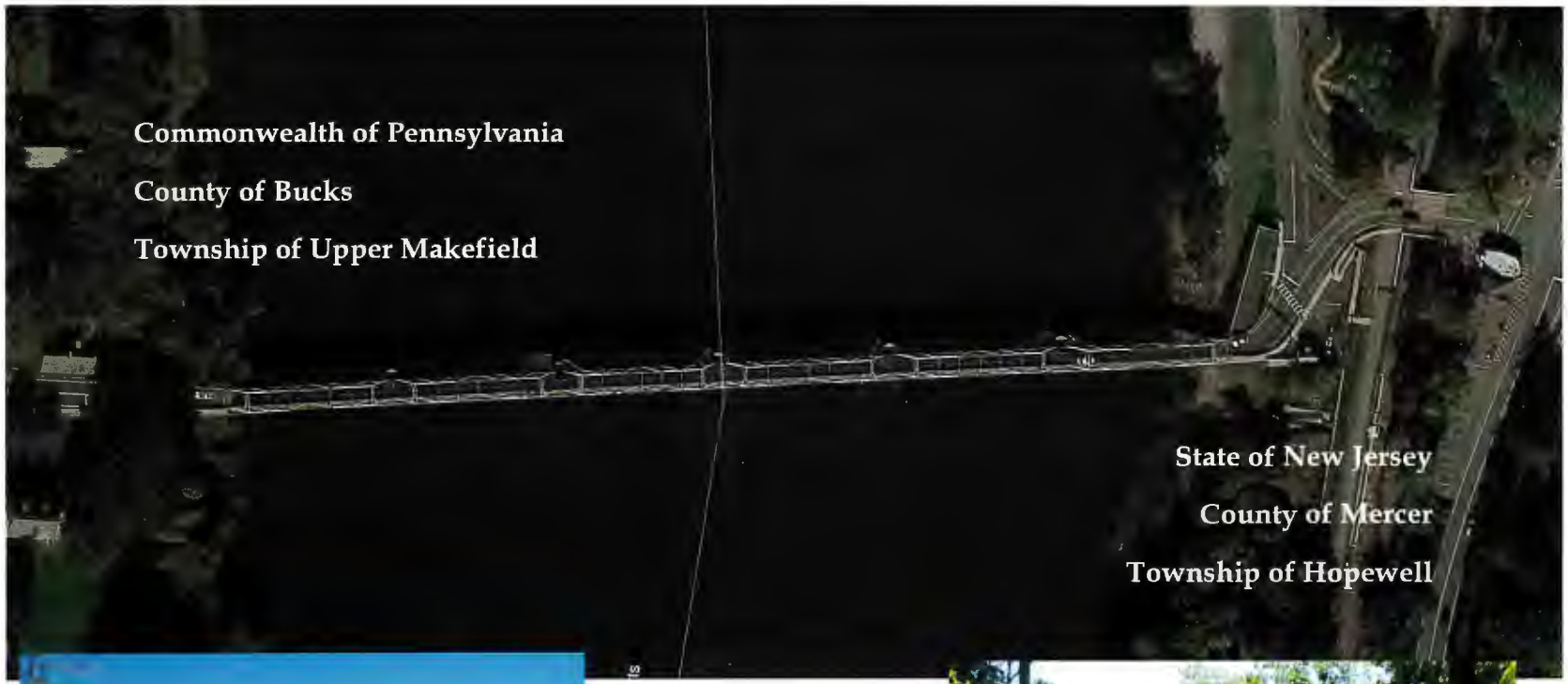
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
788A2	The bridge was rehabilitated in 2010 Calhoun Street TSB Knee Brace Replacement	*$0*	$186,378	$0	**$186,378**
	BRIDGES SUB TOTAL	***$0***	**$186,378**	**$0**	**$186,378**
	Facilities and Grounds				
CSTSB	Unforeseen Projects	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$236,378**	**$50,000**	**$286,378**

WASHINGTON CROSSING

TOLL-SUPPORTED BRIDGE

(Structure No. 100)



Delaware River
Joint Toll Bridge
Commission

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 Upper Makefield, Bucks County, 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 substructure units, 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 a 10 foot vertical clearance for the bridge roadway and a horizontal clearance of 15'-0" curb-to-curb.

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.

Contract No. T/TS-734A-003, Pier Stone Resetting, was issued in 2019 to repair areas of deteriorated stone masonry at Pier 1 and Pier 3. This work was completed in 2019.

In 2019, the Commission issued a task order assignment under Contract No. C-715A-6 for the Washington Crossing Bridge Replacement Feasibility Study.

Contract No. T/TS-737A-001, Replacement of Gantry at the NJ Approach, was issued in 2020 to replace the sign structure across the New Jersey approach roadway. This work was completed in 2020.

Contract No. T/TS-735A-005, Washington Crossing Toll Supported Bridge Mid-Block Crossing Signal Foundations, was issued to install two PennDOT Type A Traffic Signal Foundations. This

work was completed in 2020 and pedestrian activated crosswalk signs were installed on the foundations in 2021.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor shelter is located at the southeast approach corner of the New Jersey approach.

SIGNIFICANT FINDINGS

Based on the findings of the 2024 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 approach roadway is in satisfactory condition. There are potholes in both approaches.

The deck is in satisfactory condition. The open grid steel deck shows areas of broken transverse bars and corrosion.

The superstructure is in fair condition. The lower chord exhibits impact damage at the north truss at members in Span 2, Span 3, Span 4, Span 5, and Span 6. The lower chord gusset plates typically exhibit areas of thickness loss, with several exhibiting small holes and vertical bending / bowing. Localized moderate rust was noted at the floorbeams and stringers. The top flange of all floorbeams between Stringers S5 through S7 exhibit up to 1/8" pitting. Corrosion holes were noted in floorbeam webs above the tie plates at FB1 and FB7 in Span 2 and at FB1 in Span 3. Other areas of floorbeam web section loss were noted at several other locations, but to a lesser extent. Missing bolts/rivets noted at stringer to floorbeam connections (all Spans), and several truss locations throughout the structure. Loose bolts were noted at the U7-L7 connection to the north truss lower chord in Span 3. Maintenance performed repairs to the bolts within days of the notification of findings.

The substructure above the waterline is in satisfactory condition. Areas of deteriorated pointing and stone masonry were noted at the abutments and the piers.

An underwater inspection was performed in 2021 under Contract No. C-759A-1. The substructure units below the waterline were noted to be in satisfactory condition.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition. There are lifted roof shingles and a substandard plumbing stack on the north side roof. The vinyl siding is damaged in a few locations and there is an area in the exterior roof gable opening on the west side that is filled with expanded foam sealer. The crawl space door frame is not sealed and has no lock. The concrete stoop at the entrance door is cracked and spalled. The exterior steps on the east and south side of the shelter are deteriorated and there is no handrail. Exposed rebar from concrete base material at back side of the building. The retaining wall in the parking area has loose stones. Numerous other maintenance level defects were observed throughout the Bridge Monitor shelter and its grounds.

CONCLUSIONS

Based on the findings of the 2024 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:
  - Replace the missing sign structure at the west approach.
  - Remove and replace the failing concrete portion of the grid deck.
  - Grind out the cracked bearing angle to gusset plate weld at span 2, north truss L0.
  - Grind out and re-weld the broken deck to stringer welds in spans 2 and 6.
  - Grind out the cracked stringer 7 bearing plate weld at span 3, floorbeam 1.
  - Clean and paint the superstructure and bearings.
  - Repair and strengthen the bent and bowed truss gusset plates.
  - Repair structural steel including floor system and truss diagonal and lower chord members, replace the missing bolts/rivets, and install shims at uplifted stringer bearings.
  - Patch the fractured northeast approach barrier.
  - Modify the upper lateral bracing system to eliminate interference at the connections.
  - Place rock atop the exposed west abutment footing and retaining wall #10062 footing.
  - Replace the damaged southwest pedestrian railing.
  - Replace concrete bag scour protection at substructure units.
  - Repair the failed concrete scour apron patches in pier 2.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

WASHINGTON CROSSING TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition.

- Items to be included in future repair contract:
  - None

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Washington Crossing Toll-Supported Bridge

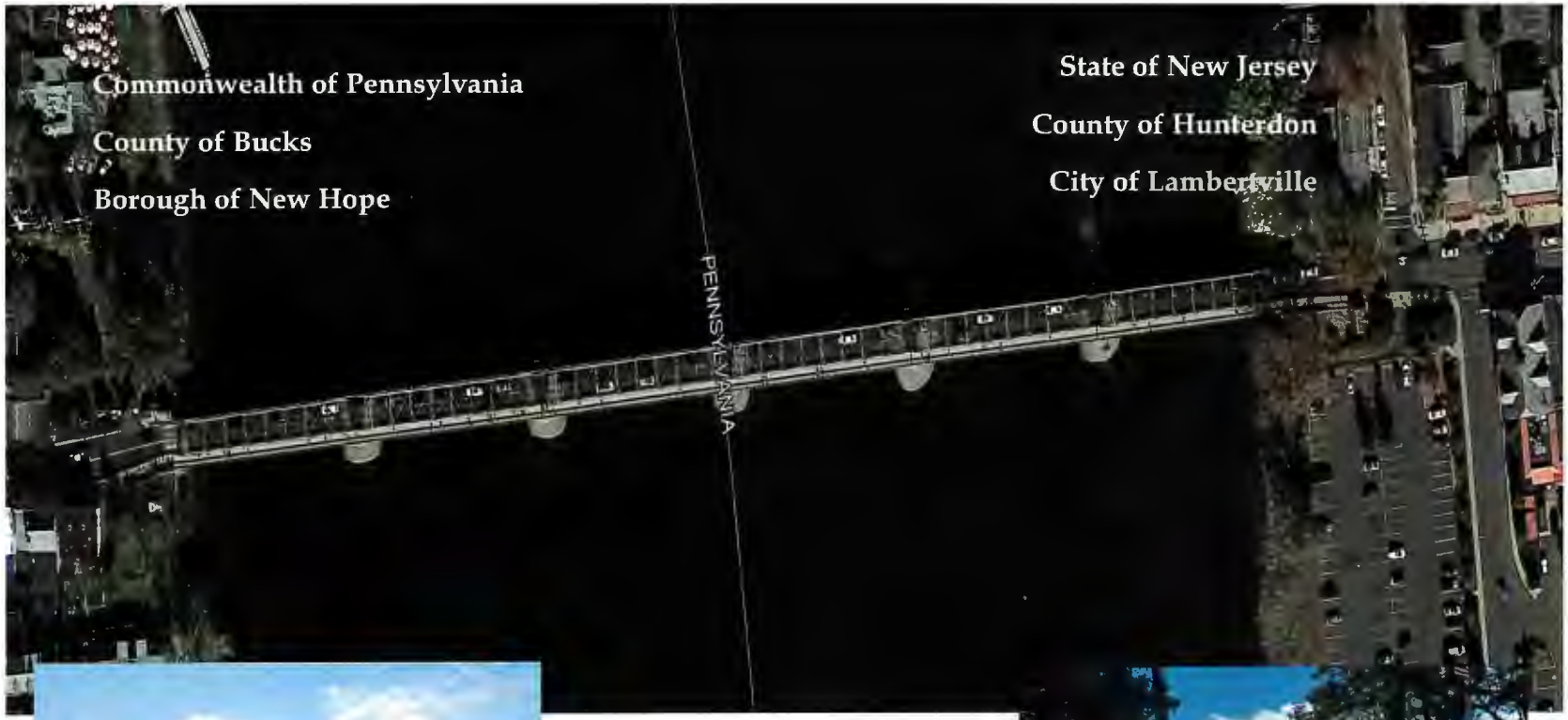
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Reecommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	Phase 1 rehabilitation was completed in 2010				
697	**Washington Crossing Bridge Replacement**	*$0*	$5,746,954	$1,320,230	**$7,067,184**
	BRIDGES SUB TOTAL	***$0***	**$5,746,954**	**$1,320,230**	**$7,067,184**
	Facilities and Grounds				
WCTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
769A5	**WX TSB PA Oversize Vehicle Protection Structure**	*$0*	$242,428	$0	**$242,428**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$292,428**	**$50,000**	**$342,428**
	TOTAL COST	***$0***	**$6,039,383**	**$1,370,230**	**$7,409,612**

NEW HOPE - LAMBERTVILLE

TOLL-SUPPORTED BRIDGE

(Structure No. 120)



Delaware River
Joint Toll Bridge
Commission

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 (PA State Route 179) in New Hope, Pennsylvania to Bridge Street (NJ State Route 179) in 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, 5 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.

The west approach was resurfaced with asphalt under a PennDOT contract in 2015.

Contract No. T/TS-734A-003, Pier Stone Resetting, was issued in 2019 to repair areas of deteriorated stone masonry at Pier 1 and Pier 5. This work was completed in 2019.

Contract No. T/TS-735A-004, Job Order Contracting Services Bridge, Highway, and Facility Work, was started during the 2020 inspections and completed in July 2020. Work included approach pavement resurfacing, retaining wall repair, and curb, sidewalk & miscellaneous concrete repairs.

Contract TS-678, New Hope-Lambertville Toll-Supported Bridge Rehabilitation was started prior to the 2024 inspection with completion planned for Fall 2024. Work is to include cleaning, repairing/rehabilitating and painting the steel superstructure and bearings, evaluation of the steel open grid deck, repointing the stone masonry substructure, repairing/rehabilitating the concrete portions of the substructure, replacing the pedestrian walkway surfaces, re-anodizing the walkway railings, repair/replace the approach guiderail, repair the approach sidewalks, seal cracks in the approach pavement, replace the bridge lighting system, replace the bridge security camera system and install new color-changing aesthetic lighting.

NEW HOPE - LAMBERTVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

Bridge Monitor shelters are located at the northwest and southeast corners of the Pennsylvania and New Jersey approaches, respectively, 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 December 4 & 5, 2023, and June 25 & 26, 2024 to monitor the span 9 and 10 floorbeam tie plates and PT system. No significant changes were noted since the June 2023 Routine Inspection.

An Interim Inspection was performed on December 4 & 5, 2023, June 25 & 26, 2024, and December 3 & 4, 2024 to monitor the span 9 and 10 floorbeam tie plates and PT system. No significant changes were noted since the June 2023 Routine Inspection.

Based on the findings of the 2023 Routine and 2024 Interim inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

NEW HOPE - LAMBERTVILLE TOLL BRIDGE (STRUCTURE NO. 140)
(10 span, continuous, steel two girder/floorbeam/stringer)

The structure is in overall satisfactory condition.

The superstructure is in overall satisfactory condition.

The substructure above the waterline is in good condition.

The deck is in overall satisfactory condition.

The approaches are in overall good condition.

An underwater inspection was performed in 2021 under Task Order C-759A-1. The substructure below the waterline was found to be in overall good condition.

The sign structures (3 total) are in overall good condition. The junction boxes at Sign Structures No. 14051 and 14053 exhibit severe corrosion with holed through areas.

US ROUTE 202 OVER NJ ROUTE 29 (NJ) (STRUCTURE NO. 141)
(3 span, simply supported, steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall good condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in overall satisfactory condition.

US ROUTE 202 OVER PA ROUTE 32 (PA) (STRUCTURE NO. 142)
(1 span, reinforced concrete rigid frame)

The structure is in overall satisfactory condition.

The superstructure condition rating has been lowered from good to satisfactory due to the transverse cracks with efflorescence at both ends at the apex and large spall along the longitudinal joint.

The substructure is in overall good condition.

The roadway is in overall 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. New electronic signs have been installed above the toll lanes since the previous inspection. The paint striping throughout the toll plaza is reported to be deteriorated and needs to be repainted often.

The storage shed near the canal has been torn down as part of the Salt Storage Facility Contract No. T-611A.

There are a several broken wall tiles in the Women's Room 118 and Locker Room.

There is impact damage and corrosion to some of the toll booth trim.

There is a depression with standing water along the west abutment below the toll bridge.

There is settled bituminous pavement along the Equipment Storage Shed concrete floor.

There are several dying trees along the edge of the property at the west side of the Administration building.

CONCLUSIONS

Based on the findings of the 2023 Routine and 2024 Interim inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

NEW HOPE - LAMBERTVILLE TOLL BRIDGE (STRUCTURE NO. 140)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Reconstruct the stone masonry façade at the north end of the east abutment. ***Work to be completed under JOC Contract No. T/TS-737A-003.***
  - Repair the fractured south tie plate at FB9.01 in Span 9
  - Tighten the loose post tension rod in Span 10 above FB 10.03
  - Perform structural steel repairs at the locations of severe section loss and/or holes at the stringers and floorbeams
  - Place riprap at Piers 2, 3, 4 and 5
  - Remove debris at Piers 2, 3, 4, 5 and 6

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 202 OVER NJ ROUTE 29 (NJ) (STRUCTURE NO. 141)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs at areas of holes in the girders

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 202 OVER PA ROUTE 32 (PA) (STRUCTURE NO. 142)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

NEW HOPE - LAMBERTVILLE TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
  - Repair the broken wall tiles in the Women's Room 118 and Locker Room
  - Repair or replace the impact damaged and corroded toll booth trim
  - Backfill the depressions along the west abutment below the toll bridge
  - Contract an arborist to address the condition of the trees throughout the property

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

New Hope-Lambertville Toll-Supported Bridge

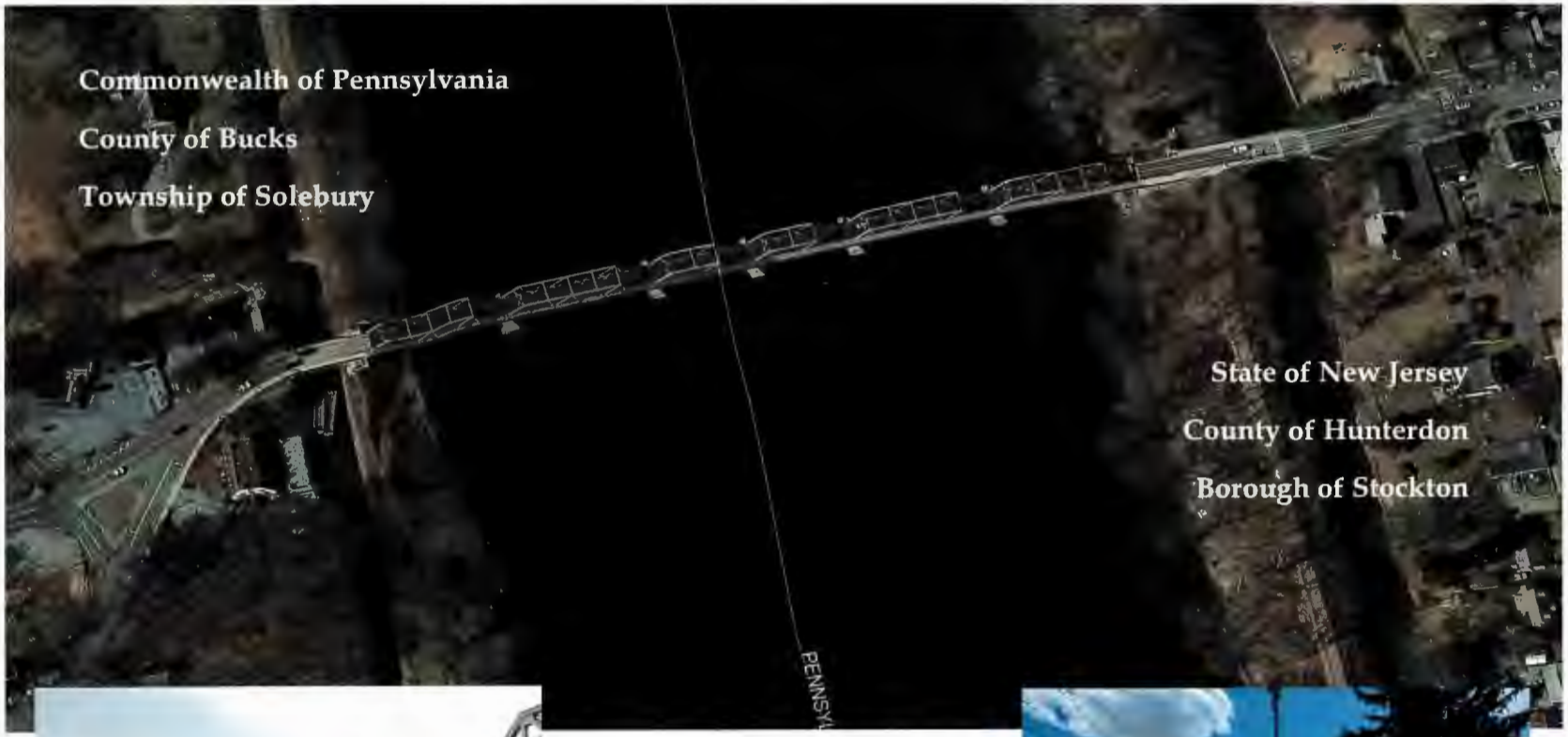
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2024				
694	**NH-L Toll Supported Bridge Rehabilitation**	*$0*	$13,504,412	$0	**$13,504,412**
	BRIDGES SUB TOTAL	***$0***	**$13,504,412**	**$0**	**$13,504,412**
	Facilities and Grounds				
NHLTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$13,554,412**	**$50,000**	**$13,604,412**

CENTRE BRIDGE - STOCKTON

TOLL-SUPPORTED BRIDGES

(Structure Nos. 160 & 161)



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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 Upper York Road (PA Route 263) in Solebury Township, Pennsylvania to Bridge Street in Stockton, New Jersey, providing access between PA Route 32 and NJ Route 29.

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 with 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.

Contract No. T/TS-735A-004, Job Order Contracting Services Bridge, Highway, and Facility Work, was started during the 2020 inspections. Work includes approach pavement resurfacing, and curb, sidewalk & miscellaneous concrete repairs.

CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor shelter is located at the northeast corner of the New Jersey approach.

PENNSYLVANIA CANAL OVERPASS
(1 span, prestressed concrete adjacent box beams)

The Pennsylvania Canal Overpass (Structure No. 161) carries Upper York Road (PA Route 263) 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

Based on the findings of the 2024 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 fair condition.

The approach roadways are in overall satisfactory condition. The west approach consists of a short concrete transition slab to the adjacent PA Canal Overpass. The east approach has been resurfaced. The east approach north guide rail is severely corroded and holed through.

The deck is in overall good condition.

The superstructure is in overall fair condition. Many of the lower chord gusset plates exhibit areas of 1/8" to 1/4" thickness losses, with knife edging and localized occurrences of small holes. The north truss lower chords typically exhibit up to 50% ± section loss to angle legs adjacent to connections with gusset plates. Vertical and diagonal members of both trusses typically show similar losses at or below the deck level. Gaps were observed at the connection angles from the lower lateral bracing to the trusses. A bolt is missing at the lower chord splice between L3 and L4 at the south truss in Span 5. Several bearing anchor bolts for sidewalk stringer 1 at both abutments and the trusses are bent, broken or missing.

The substructure above the waterline is in overall fair condition. Deteriorated concrete patches, spalls and hollow sounding concrete were noted at the abutments and piers, primarily at bridge seats. Several pedestal spalls slightly undermine the truss bearings. A spall in both abutment bridge seats undermines the bearing for sidewalk stringer 1. Several of the spalls have exposed rusted reinforcement bars. Cracks with efflorescence exist adjacent to previously repaired areas and other random locations throughout.

An underwater inspection was performed in 2021 under Contract No. C-759A-1. The substructure units below the waterline were found to be in fair condition with undermining at the Pier 3 apron.

CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition. The plumbing stack in the roof does not comply with current building codes. The floor tiles in the shelter are discolored. The vinyl siding on the south side is damaged. The vent cover of the crawl space is broken. Numerous other maintenance level defects were observed throughout the Bridge Monitor shelter and the grounds.

The Pennsylvania approach roadway west of the PA Canal Overpass is in good condition due to the recent resurfacing and drainage inlet repairs performed were repaired since the 2018 inspection under Contract No. T/TS-735A-004.

PENNSYLVANIA CANAL OVERPASS
(1 span, prestressed concrete adjacent box beams)

The structure is in overall fair condition.

The approaches are in overall satisfactory condition.

The deck is in overall good condition.

The superstructure is in overall good condition.

The substructure is in overall fair condition. Cracking with efflorescence and spalls with adjacent delaminated areas of concrete were noted at the concrete abutments.

CONCLUSIONS

Based on the findings of the 2024 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 fair condition.

- Items to be included in future repair contract:
  - Replace the missing bolt at Member L3L4 splice plate at the south truss in Span 5 with an A325 high strength bolt.
  - Strengthen lower chord gusset plates and adjacent truss members.
  - Perform spall repairs on the bridge seats at abutments and Piers 1, 3, 4, & 5.
  - Patch spalled grout under north truss bearing at the east abutment.
  - Repair the structural steel truss members with significant section loss.
  - Reconstruct the stringer 1 bearing seat at both abutments.
  - Replace the broken and missing stringer 1 anchor bolts at both abutments and replace the bent and sheared truss anchor bolts.
  - Remove the fatigue prone tack welds and welded attachments from the truss verticals and replace with bolted connections.
  - Install grout bags and grout at undermined area of Pier 3.
  - Grout areas of pier 3.
  - Patch areas of heavy abrasion at pier 1.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

CENTRE BRIDGE - STOCKTON TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS
The New Jersey Bridge Monitor shelter is in overall good condition.

- Items to be included in a future repair contract:
  - Replace the substandard roof plumbing stack to meet current building code.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

PENNSYLVANIA CANAL OVERPASS
The structure is in overall satisfactory 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, and repair full height vertical crack at the east abutment.
  - Clean and epoxy coat the bridge seats.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2007				
777	**Centre Bridge - Stockton Toll-Supported Bridge Bearing and Bridge Seat Rehab**	*$0*	$463,697	$0	**$463,697**
	BRIDGES SUB TOTAL	***$0***	**$463,697**	**$0**	**$463,697**
	Facilities and Grounds				
CBSTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$513,697**	**$50,000**	**$563,697**

LUMBERVILLE - RAVEN ROCK

TOLL-SUPPORTED PEDESTRIAN BRIDGE

(Structure No. 180)

LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED PEDESTRIAN BRIDGE

GENERAL

LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED PEDESTRIAN BRIDGE
(5 span, suspension)

The Lumberville - Raven Rock Toll-Supported Pedestrian 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 rebuilt 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.

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.

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.

LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS

A house and property previously owned by the Commission is located at the southwest corner of the Lumberville - Raven Rock Toll-Supported Bridge. The Toll House building and property was sold to Black Bass Hotel in late 2023. Adjacent to this 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 2024 inspections, the bridge is capable of safely supporting pedestrian loading.

LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE
(5 span, suspension)

The structure is in overall satisfactory condition.

The approaches are in satisfactory condition.

The deck is in satisfactory condition. Several cracks and fractures and were noted at the underside of deck.

The superstructure is in satisfactory condition due to areas of section loss on the lower lateral bracing and areas of rust with minor section loss on the fascia beams.

The substructure above the waterline is in satisfactory condition due to areas of deteriorated pointing and scaling were noted. Moderate to severe scaling and spalls were observed in the pier 2 concrete stem with exposed reinforcement in the east face at the north nose. Pier 2 also exhibited large area of loose, cracked and missing stones in the east face above the apron.

An underwater inspection was performed in 2021 under Contract No. C-759A-1. The substructure units below the waterline were found to be in good condition.

LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS

The Toll House building and surrounding property was sold to the Black Bass Hotel in late 2023. The interior and exterior of the foundation of the Toll House, as it affects the Bridge, are in satisfactory condition.

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting pedestrian loading.

LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Replace the missing fascia girder splice plate bolts and nuts with section loss.
  - Spot clean and paint the superstructure and bearings.
  - Repair the scaling and spalls in the piers and abutments, replace the missing armoring on the north nose of Pier 2, and replace the spalled and missing stones throughout.
  - Repair the spalls and delaminated concrete throughout the floor system.
  - Replace the missing prestress strand end chucks.
  - Repair the structural steel with damaged and loose members and members with significant section loss.
  - Place riprap around piers 2 and 3.
  - Place grout bags around piers 2 and 3.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report.*

LUMBERVILLE - RAVEN ROCK TOLL-SUPPORTED BRIDGE FACILITY AND GROUNDS

The Toll House north foundation wall is in satisfactory condition.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report.*

CAPITAL PLAN ESTIMATED EXPENDITURES

Lumberville-Raven Rock Toll-Supported Pedestrian Bridge

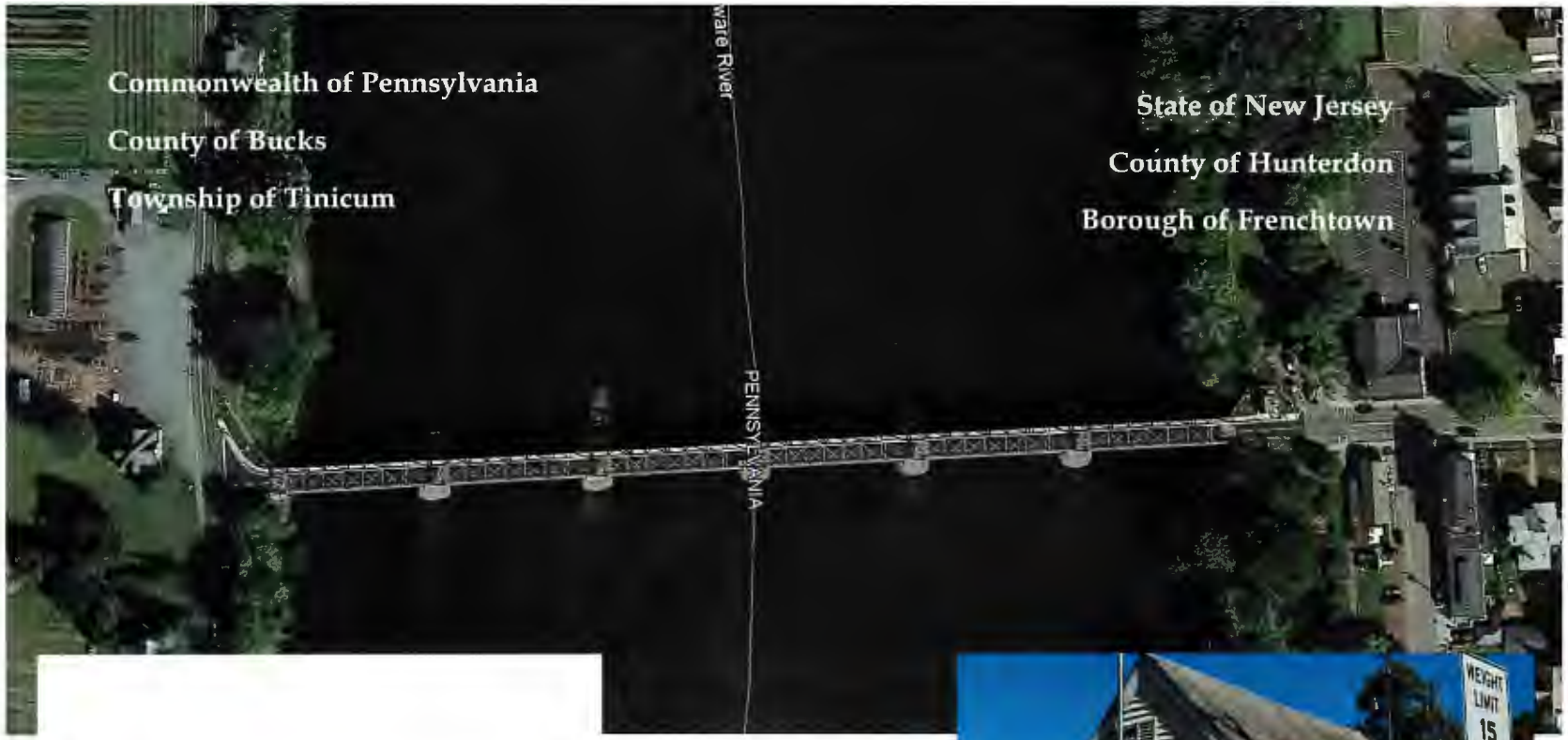
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2013				
738	**L-RR TSB Architectural Lighting & ESS**	*$0*	$4,150,237	$0	**$4,150,237**
	BRIDGES SUB TOTAL	***$0***	**$4,150,237**	**$0**	**$4,150,237**
	Facilities and Grounds				
LRRTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$4,200,237**	**$50,000**	**$4,250,237**

UHLERSTOWN - FRENCHTOWN

TOLL-SUPPORTED BRIDGE

(Structure No. 220)



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UHLERSTOWN - 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) connects PA Route 32 in Tinicum Township, Pennsylvania to Bridge Street (NJ Route 12) in Frenchtown Borough, 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. An open steel grid deck, added in 2001, 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.

Contract No. T/TS-735A-004, Job Order Contracting Services Bridge, Highway, and Facility Work, was started during the 2020 inspections. Work includes approach pavement resurfacing, and curb, sidewalk & miscellaneous concrete repairs.

UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor Shelter is located at the northeast corner of the New Jersey approach.

Design Contract No. C-732A-1, Replacement of NJ Upstream Retaining Wall, was issued in 2019 for the design of a new retaining wall along the north side of the Bridge Monitor Shelter.

Contract T/TS 753A-10 was completed August 2023. This contract included the replacement of the retaining wall behind the NJ shelter and miscellaneous masonry repairs at the NJ abutment.

SIGNIFICANT FINDINGS

Based on the findings of the 2024 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 satisfactory condition.

The approaches have been lowered from good to satisfactory condition due to the cracks in the west approach pavement and pothole in the east approach pavement.

The deck is in good condition.

The superstructure is in good condition. Multiple locations of paint loss with active rust were noted throughout the lower chord of the trusses. Several stub stringers over the Pier 2 have gaps between the bottom flange and bearing.

The substructure above the waterline is in satisfactory condition. Areas of cracked and missing mortar were observed on the masonry portions of the substructure units. Scattered cracks and spalls were observed on the concrete bridge seats.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The substructure units below the waterline were found to be in satisfactory condition.

UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition. The roof shingles are stained and weathered, indicating that the roof is approaching the end of its service life. The exterior drain at the basement stairwell is clogged. A plumbing vent is incorrectly discharging through the north side building wall. The basement contains spalled concrete beams and water-damaged wood joints. Numerous other maintenance level defects were observed throughout the Bridge Monitor shelter and the grounds.

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting the posted load.

UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Adjust or modify the bearing assembly as needed to eliminate the gap between the load plate and polytetrafluoroethylene (PTFE) sliding surface on the elastomeric pad at the S2 stub stringer bearing over Pier 2.
  - Clean and paint areas of rust on the superstructure members.
  - Repair the sections of damaged guiderail throughout.
  - Replace the damaged south truss lower chord member L3-L4 in span 4.
  - Place scour protection consisting of riprap or concrete bags at the West Abutment, the aprons at Piers 1 through 5, and in the scour holes at Piers 1 and 3.
  - Repair the cracks in the pier aprons.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

UHLERSTOWN - FRENCHTOWN TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition. However, consideration should be given to replacing the roof.

- Items to be included in future repair contract:
  - None

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Uhlerstown-Frenchtown Toll-Supported Bridge

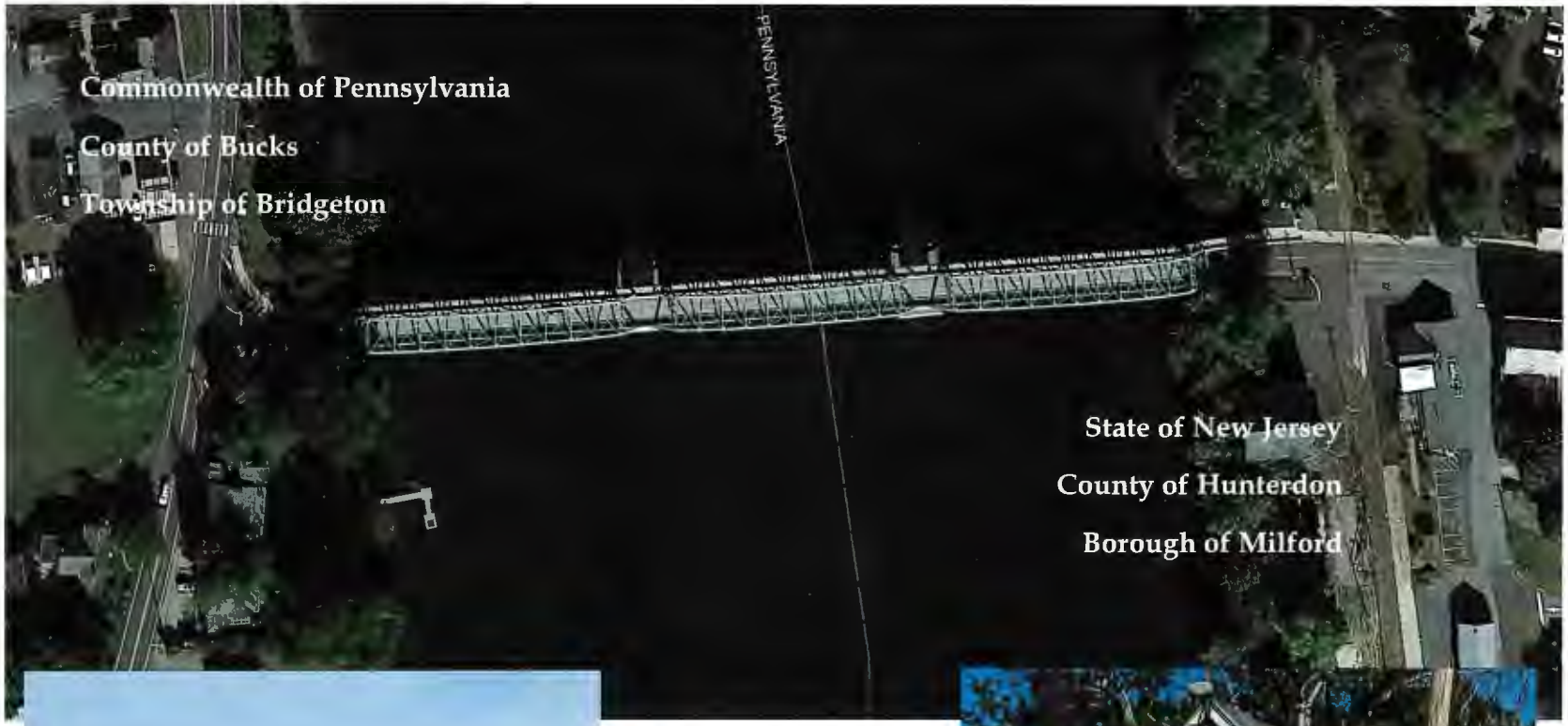
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2001.				
642	**Uhlerstown - Frenchtown TSB Rehabilitation**	*$0*	$30,348,179	$0	**$30,348,179**
	BRIDGES SUB TOTAL	***$0***	**$30,348,179**	**$0**	**$30,348,179**
	Facilities and Grounds				
UFTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$30,398,179**	**$50,000**	**$30,448,179**

UPPER BLACK EDDY

TOLL-SUPPORTED BRIDGE

(Structure No. 240)



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Commission

UPPER BLACK EDDY - MILFORD TOLL-SUPPORTED BRIDGE

GENERAL

UPPER BLACK EDDY TOLL-SUPPORTED BRIDGE
(3 span, Warren Truss)

The Upper Black Eddy - Milford Toll-Supported Bridge (Structure No. 240) over the Delaware River connects PA Route 32 in Bridgeton Township, Pennsylvania and County Route 519 via Bridge Street in 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 deck, replaced in 2011, 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 TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor shelter is located at the northeast corner of the New Jersey approach.

SIGNIFICANT FINDINGS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting all legal loads.

UPPER BLACK EDDY TOLL-SUPPORTED BRIDGE
(3 span, Warren Truss)

The structure is in overall satisfactory condition.

The approaches are in good condition.

The deck is in good condition.

The superstructure has been lowered from good to satisfactory due to minor areas of arrested pitting, localized corrosion, and pack rust throughout the truss members and gusset plates. Several lower chord batten plates and lower lateral bracing gusset plates have arrested section loss and holes.

The substructure above the waterline is in good condition.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The substructure units below the waterline were found to be in good condition.

UPPER BLACK EDDY TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition. The roof is missing shingles and nearing the end of its useful life. The exterior and interior of the concrete cellar wall has cracks and spalls with efflorescence. Major spalls and cracks for concrete stairs leading to cellar. There is active water leakage from a PVC pipe in the cellar. Numerous other maintenance level defects were observed throughout the Bridge Monitor shelter and the grounds.

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting all legal loads.

UPPER BLACK EDDY TOLL-SUPPORTED BRIDGE

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Repair the lateral bracing gusset plates between floor beams and cross bracing, repair the significant section loss, loose bolt, and pack rust to the truss members.
  - Replace the damaged southwest approach guiderail.
  - Repair cracks in the concrete aprons at Piers 1 and 2.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

UPPER BLACK EDDY TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition. However, consideration should be given to replacing the roof.

- Items to be included in future repair contract:
  - Replace the NJ Bridge Monitor Shelter roof.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Upper Black Eddy-Milford Toll-Supported Bridge

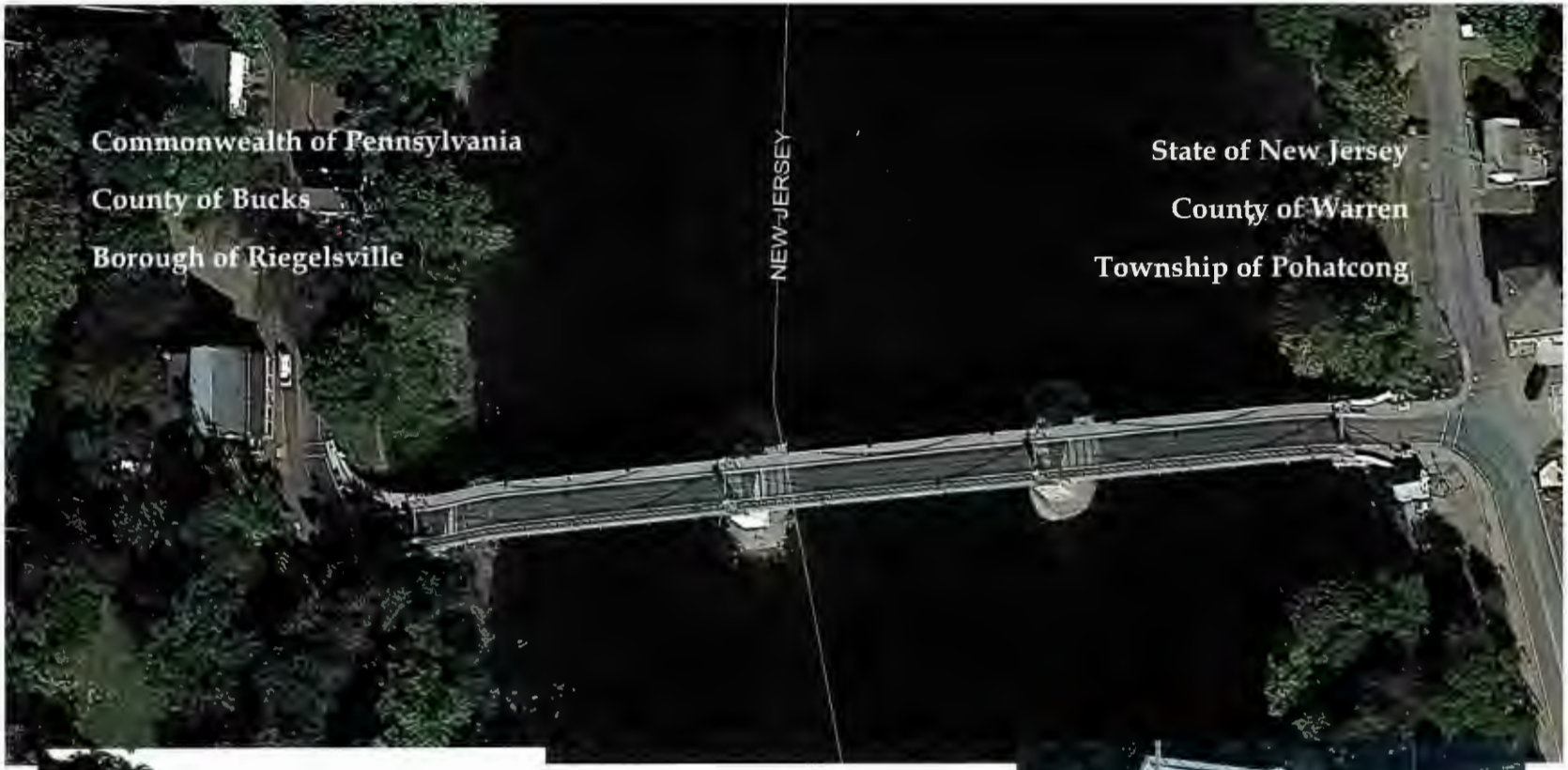
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2010.				
807	**Upper Black Eddy - Milford TSB Paint, Steel, & Masonry Repairs**	*$0*	$0	$376,000	**$376,000**
	BRIDGES SUB TOTAL	***$0***	**$0**	**$376,000**	**$376,000**
	Facilities and Grounds				
UBEMTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$50,000**	**$426,000**	**$476,000**

RIEGELSVILLE

TOLL-SUPPORTED BRIDGE

(Structure No. 260)



Delaware River
Joint Toll Bridge
Commission

RIEGELSVILLE TOLL-SUPPORTED BRIDGE

GENERAL

RIEGELSVILLE TOLL-SUPPORTED BRIDGE
(3 span, suspension)

The Riegelsville Toll-Supported Bridge (Structure No. 260) connects PA Route 611 via Delaware Road (SR 1016) in Riegelsville Borough, Pennsylvania to Warren County Route 627 via River Road in Pohatcong Township, 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 flooring system is stiffened by steel trusses (Double Warren type) along the outside edges of the sidewalks. Stainless steel cables were added in 2010 to improve the trusses' functionality as pedestrian railings in addition to being primary superstructure members. The substructure, originally built in 1835, was raised and built up in 1904 to accommodate the present superstructure.

The structure is currently posted for a 3 ton weight limit restriction, a 15 mph speed limit, and an 11 foot 6 inch vertical clearance for the bridge roadway.

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 replacement of the floor system and sidewalks, full cleaning and painting of the superstructure members, substructure repairs and roadway approach work.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Bridge Monitor shelter is located at the southwest Pennsylvania and southeast New Jersey approach corners.

SIGNIFICANT FINDINGS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting the posted load.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE
(3 span, suspension)

The structure is in overall fair condition.

The approaches are in satisfactory condition.

The deck is in good condition.

The superstructure has been lowered to satisfactory condition due to the section loss and holed through areas at the tower bases, severely corroded cable tie U-bolts, advanced section loss to the cable anchorage eyebars and cracked tower saddle plates.

The substructure above the waterline is in satisfactory condition. The substructure units exhibit medium to wide cracks, a few spalls in the concrete caps and scattered deterioration of mortar in the masonry pier stems and abutment wingwalls.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The substructure units below the waterline were found to be in fair condition due to undermining and wide cracking in the concrete aprons at Pier1 and Pier 2.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall good condition.

Deteriorated mortar and loose stones were observed at retaining wall West of PA Bridge monitor Shelter.

The New Jersey Bridge Monitor shelter is in overall poor condition. Temporary supports are being used to partially support the floor system and the floor system shows signs of rot and decay with settlement of the foundation. The wooden fascia, electrical connection to shelter, and vent gate are all deteriorated and need to be cleaned, scraped and painted. Multiple roof shingles are broken or missing.

The retaining wall along the west side of the New Jersey shelter has areas of deteriorated mortar and loose stones. The pavement surrounding the New Jersey shelter is deteriorated and filled with multiple patches. The concrete steps adjacent to the New Jersey shelter are cracked and spalled.

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting the posted load.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Replace the missing bolts at floor beam cross bracing connections, tighten sidewalk stringer anchor bolt nuts throughout and the span 3 north stiffening truss lower chord member L18-L19.
  - Replace the cracked saddle plates at the north tower at pier 1, pier 2 and east abutment.
  - Perform structural steel repairs at the tower gusset plate connections to the base plate.
  - Patch spalls in concrete portions of the substructure units.
  - Repair the deteriorated cable anchorage eyebars.
  - Place riprap around the concrete aprons at Piers 1 and 2.
  - Repair the cracks in the pier 1 and 2 aprons.
  - Install scour protection along the west pier and around the pier 1 and 2 apron.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

RIEGELSVILLE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall good condition.

The New Jersey Bridge Monitor shelter is in overall poor condition.

- Items to be included in future repair contract:
  - None

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2010.				
	BRIDGES SUB TOTAL	***$0***	**$0**	**$0**	**$0**
	Facilities and Grounds				
RTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$50,000**	**$50,000**	**$100,000**

NORTHAMPTON STREET

TOLL-SUPPORTED BRIDGE

(Structure No. 280)

Delaware River
Joint Toll Bridge
Commission

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

GENERAL

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE
(3 span, 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 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.

Under Task Order Assignment No. C-715A-4, the Commission performed an in-depth inspection of the bridge in 2019 and developed a rehabilitation scoping study report.

Design Contract No. C-590A, Northampton Street Toll-Supported Bridge Rehabilitation, was issued in 2020 to perform an in-depth inspection and prepare a bridge rehabilitation recommendation report.

Contract No. TS-590A involves cleaning, repairing/rehabilitating and painting the steel superstructure, repointing the stone masonry abutment, piers and wingwalls, replacing the pedestrian walkway surfaces, replacing the bridge approach sidewalks, replacing the electrical systems and back-up generator and installing new LED ornamental lighting fixtures and programmable architectural lighting. This work was completed in 2023.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

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

SIGNIFICANT FINDINGS

Based on the findings of the 2024 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 satisfactory condition.

The approach roadway is in satisfactory condition.

The deck has been lowered from good to satisfactory due to the cracked span 1 welds and areas of severe active corrosion in isolated locations.

The superstructure has been raised from fair to satisfactory condition due to the structure rehabilitation including blast cleaning, painting and bolted steel plate repairs.

The substructure above the waterline is in satisfactory condtion. The structure rehabilitation included repointing of the stone masonry piers and abutments.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The substructure units below the waterline were found to be in satisfactory condition.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor 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. There is evidence the roof vent boot is not weatherproof.

The New Jersey Bridge Monitor shelter is in overall satisfactory condition. The foundation wall shows medium to wide cracks, and a temporary floor jack is in place under the floor joists. Newly done concrete slab developed cracks at the entrance. Numerous other maintenance level defects were observed throughout the Bridge Monitor shelter and the grounds

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting the posted load.

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs to the holed through areas throughout the truss and floor system.
  - Replace the cracked/fractured truss pin spacers and spacer plates in all spans.
  - Install vertical clearance signs at both approaches.
  - Repair the cracked span 2, floorbeam 9 top flange.
  - Blast clean and galvanize the corroded sections of grid deck.
  - Grind out and replace the broken span 2 lateral floorbeam brace weld at FB 7.
  - Repair the cracked forged weld on north eyebar diagonal L5-M5.5 in the north truss, span 2.
  - Place riprap at the north nose of Pier 1.
  - Repair the cracks in the pier 1 and 2 apron.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report.*

NORTHAMPTON STREET TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The Pennsylvania Bridge Monitor shelter is in overall fair condition.

- Items to be included in future repair contract:
  - None.

The New Jersey Bridge Monitor shelter is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair or replace the floor joists to eliminate need for the temporary jack.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report.*

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2023.				
590	**Northampton Street Toll-Supported Bridge Rehabilitation**	*$0*	$39,350	$0	**$39,350**
	BRIDGES SUB TOTAL	***$0***	**$39,350**	**$0**	**$39,350**
	Facilities and Grounds				
NHSTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$89,350**	**$50,000**	**$139,350**

RIVERTON - BELVIDERE

TOLL-SUPPORTED BRIDGE

(Structure No. 320)

Delaware River Joint Toll Bridge Commission

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, a 15 mph speed limit, and an 11 foot 6 inch vertical clearance for the bridge roadway.

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 work was tremie concrete and concrete bag remediation to the footing at Pier 2 and partially grouted riprap around aprons at Piers 1 and 3. This work was completed in 2010.

Contract No. TS-650A, the Riverton - Belvidere Toll-Supported Bridge Critical Member Strengthening Project, was completed in 2016. This project included repairs to the upper and lower chord gusset plate connections, heat-straightening of two (2) bottom chord members in Span 2, and repairs to the southwest end post in Span 1. The project also included slope stabilization improvements along both approaches.

RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

A Commission owned storage garage and Bridge Monitor shelter are located at the southeast corner of the bridge. Commission maintenance forces rehabilitated the Bridge Monitor shelter in 2012.

Improvements to the New Jersey Approach Roadway under Contract No. TS-505A, completed in 2013, 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.

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

SIGNIFICANT FINDINGS

Based on the findings of the 2024 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 satisfactory condition.

The approaches are in overall good condition with sealed and unsealed pavement cracks on the east approach. No curb or drainage inlets exist along the south side of the west approach.

The deck is in overall good condition.

The superstructure is in satisfactory condition. Several gusset plate connections on the upper and lower chords of both trusses exhibit out-of-plane bending (bowing) and minor section loss and pitting. Minor section loss and pitting were also observed on the truss members and floorbeams.

The substructure above the water line is in satisfactory condition. The east abutment exhibits a spall with exposed reinforcement at the centerline and a large fracture at the north end. A spall was noted in the north pedestal at Pier 2. Pier 1 and Pier 2 have spalls in the concrete nosing on the upstream side of the piers.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The substructure units below the waterline were found to be in satisfactory condition.

RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition.

The storage garage was observed to be in overall satisfactory condition. The New Jersey approach guiderail on the south side east of the storage garage has collision damage. There were cracks observed on concrete curbs of the garage

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting the posted load.

RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the spall/scaling and medium to wide vertical crack in the east abutment breastwall.
  - Place riprap along the east and west abutment footings.
  - Remove welded attachments and drill out the plug welds from the tension members throughout the bridge and fill the drilled holes with high strength bolts.
  - Stabilize the west approach retaining walls.
  - Perform structural steel repairs at section loss locations and member distortion.
  - Spot clean and paint the areas of active corrosion to the structural steel.
  - Install shims in the expansion bearings for the span 2-3 stub stringers with gaps.
  - Repair spalls at piers 1 and 3.
  - Install riprap along the east abutment and upstream end of the west abutment.
  - Repair the cracks in the apron at piers 1, 2 and 3.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

RIVERTON - BELVIDERE TOLL-SUPPORTED BRIDGE FACILITIES AND GROUNDS

The New Jersey Bridge Monitor shelter is in overall good condition.

The storage garage is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Replace the damaged south side approach guiderail east of the storage garage in New Jersey.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2007				
806	**Riverton - Belvidere TSB Paint System Repairs**	*$0*	$0	$288,250	**$288,250**
	BRIDGES SUB TOTAL	***$0***	**$0**	**$288,250**	**$288,250**
	Facilities and Grounds				
RBTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
781	**Riverton Belvidere TSB Wing/Retaining Wall Construction**	*$0*	$105,298	$0	**$105,298**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$155,298**	**$50,000**	**$205,298**
	TOTAL COST	***$0***	**$155,298**	**$338,250**	**$493,548**

PORTLAND - COLUMBIA

TOLL-SUPPORTED PEDESTRIAN BRIDGE

(Structure No. 360)

Delaware River Joint Toll Bridge Commission

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, Pennsylvania with 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 original structure, constructed in 1869 as a vehicular bridge, was a four-span timber bridge reinforced with wooden arches. The entire structure was protected from the weather by a wooden shed surmounted by a slate roof. On December 1, 1953, all vehicular traffic formerly using this structure was rerouted over the new Portland-Columbia Toll Bridge, constructed just south of the old bridge. The last of its kind on the Delaware River, three spans of this historical timber bridge floated off its piers during Hurricane Diane in August 1955. In 1957-58, the original stone masonry substructure units were modified with reinforced concrete caps and the present superstructure was constructed.

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 2024 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 approaches are in satisfactory condition.

The deck is in fair condition. The top of deck exhibits light to moderate scaling throughout with fine to medium transverse cracks (mainly at girder stiffener locations) and deteriorated sealing around deck drain inlets. Numerous deteriorated patches, incipient spalls, 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 superstructure is in satisfactory condition. The bearings at the east abutment are excessively expanded. The expansion rocker bearings are currently or were previously expanded/contracted opposite the correct direction for the recorded temperature and exhibit abnormal tilt. Heavy rust was noted at the bearing keeper plate bolts and localized areas of the girders and cross bracing.

The substructure above the waterline is in satisfactory condition. The north retaining wall is fractured adjacent to the west abutment breastwall and is displaced 2 11/16" towards the east. No movement was noted since the 2022 inspection. The top of the concrete headwall adjacent to the north end of the east abutment is displaced 10" 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 concrete portions of the substructure units.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The substructure units below the waterline were found to be in good condition.

CONCLUSIONS

Based on the findings of the 2024 inspections, the bridge is capable of safely supporting pedestrian loading.

PORTLAND - COLUMBIA TOLL-SUPPORTED BRIDGE

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Remove unsound concrete, clean exposed reinforcement, and patch areas of incipient spalling throughout the underdeck. *Consideration should be given to replacing the entire deck.*
  - Reset the rocker bearings.
  - Replace the cracked pedestrian railing posts and bent railing.
  - Stabilize the drainpipe header at the northeast wingwall.
  - Repair cracks in the concrete aprons at Piers 1, 2 and 3.
  - Seal the voids in the stonework at Pier 2 and 3.
  - Place riprap in the scour holes at Piers 2 and 3.

For a list of maintenance repair items, see the *2024 Annual Maintenance Report*.

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	BRIDGES SUB TOTAL	***$0***	**$0**	**$0**	**$0**
	Facilities and Grounds				
PCTSB	**Unforeseen Projects**	*$0*	$50,000	$50,000	**$100,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$50,000**	**$50,000**	**$100,000**
	TOTAL COST	***$0***	**$50,000**	**$50,000**	**$100,000**

LANGHORNE MAINTENANCE FACILITY

Delaware River
Joint Toll Bridge
Commission

LANGHORNE MAINTENANCE FACILITY

GENERAL

This facility was under construction during the 2023 inspection.

CAPITAL PLAN ESTIMATED EXPENDITURES

Langhorne Maintenance Facility

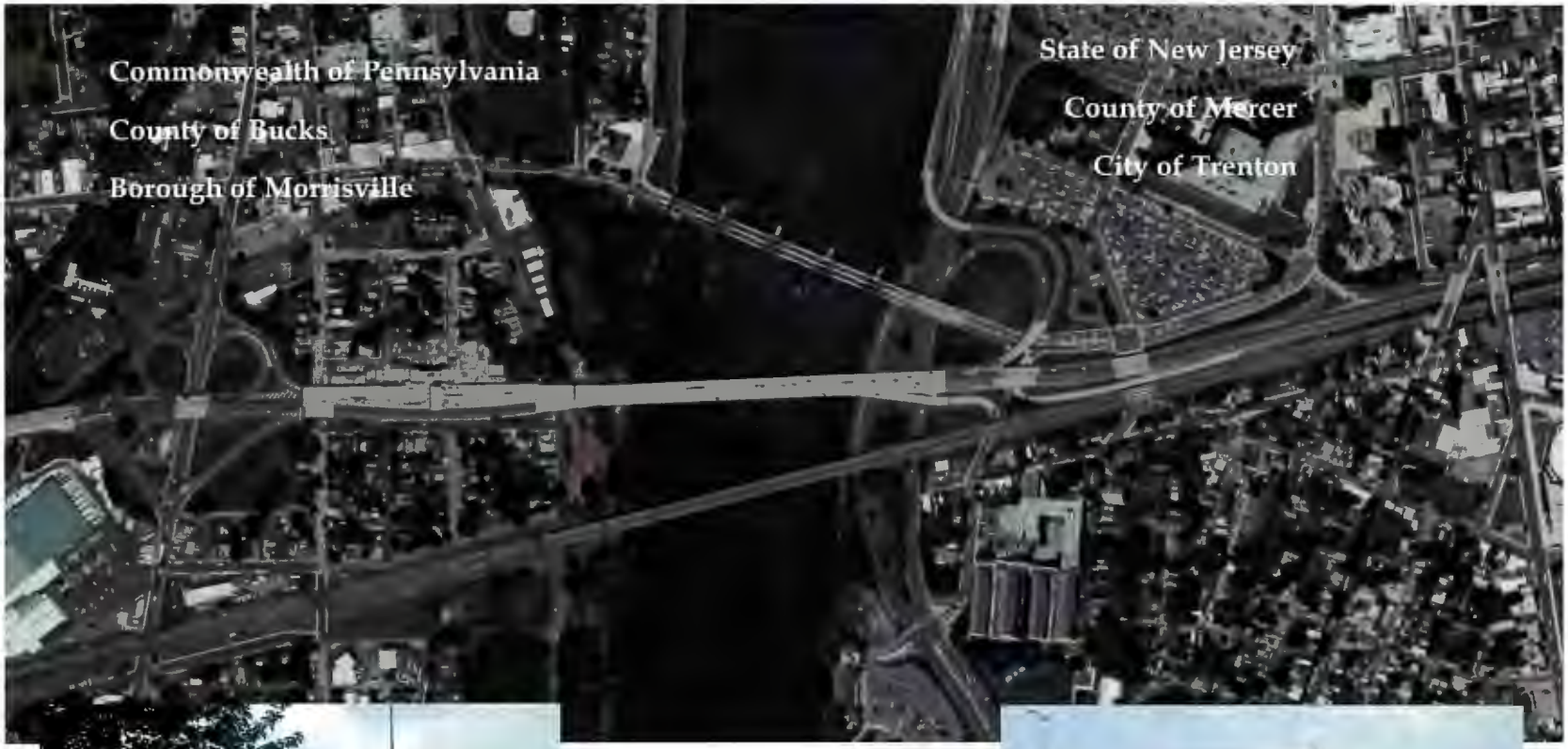
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
5191	**Southern Ops. & Maintenance Facilities Improvements - Langhorne)**	*$0*	$191,599	$0	**$191,599**
	BRIDGES SUB TOTAL	***$0***	**$191,599**	**$0**	**$191,599**
	Facilities and Grounds				
LWOF	**Unforeseen Projects**	*$0*	$150,000	$150,000	**$300,000**
	FACILITIES AND GROUNDS SUB TOTAL	**$0**	**$150,000**	**$150,000**	**$300,000**
	TOTAL COST	***$0***	**$341,598**	**$150,000**	**$491,598**

TRENTON - MORRISVILLE

TOLL BRIDGE FACILITY

(Structure No. 20)



Delaware River
Joint Toll Bridge
Commission

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 multiyear 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

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 toll booths 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.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Trenton - Morrisville toll plaza.

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements which includes the demolition and reconstruction of the Trenton – Morrisville Toll Bridge Administration Building. Due to this upcoming project, the 2023 Facility and Grounds inspection focused on the facility parking lot, toll plaza, salt shed, fuel pump and adjacent grounds at the Route 1 Entrance and Exit Ramps.

The 2023 inspection included the main river bridge, eleven (11) approach bridges, eight (8) sign structures, sixteen (16) retaining walls, and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

TRENTON - MORRISVILLE TOLL BRIDGE (STRUCTURE NO. 20)
(12 span, simply supported, composite steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure above the waterline is in overall satisfactory condition.

The deck is in overall good condition.

The approaches are in overall good condition.

An underwater inspection was performed in 2021 under Contract No. C-759A-1. The substructure was found to be in satisfactory condition due to exposed footings at the piers.

The sign structures (8 total) are in overall good condition.

The retaining walls (16 total) are in overall satisfactory condition. Retaining wall No. 2065, located, located at the south side of US 1 between Washington Street and S. Delmorr Avenue, exhibits numerous spalls with exposed reinforcement, incipient spalls and delaminated concrete throughout. Retaining wall No. 2071, located at the north side of US 1 between Bridge No. 22 (Ramp N) and No. 25 (Union Street), is not plumb and exhibits a maximum lean of 6.1° to the north (measured at the top panel at column 10), with a typical lean of 2° - 3° degrees to the north along the remaining length.

US ROUTE 1 OVER NJ 29 NB (NJ) (STRUCTURE NO. 21)
(3 span, simply supported prestressed concrete spread box beams)

The structure is in overall satisfactory condition.

The superstructure is in overall satisfactory condition.

The substructure is in overall satisfactory condition.

The deck is in overall good condition.

The approaches are in overall good condition.

US ROUTE 1 OVER RAMP N (NJ) (STRUCTURE NO. 22)
(1 span, steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall good condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in satisfactory condition.

RAMP IY OVER BRIDGE STREET (NJ) (STRUCTURE NO. 23)
(3 span, simply supported steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure is in overall satisfactory condition.

The deck is in overall good condition.

The approaches are in overall good condition.

RAMP Y OVER NJ ROUTE 29 NB & SB (NJ) (STRUCTURE NO. 24)
(4 span, continuous steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure is in overall satisfactory condition.

The deck is in overall satisfactory condition.

The approaches are in overall good condition.

US ROUTE 1 OVER UNION STREET (NJ) (STRUCTURE NO. 25)
(1 span, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall satisfactory condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in overall satisfactory condition.

CENTRE STREET OVER US ROUTE 1 (NJ) (STRUCTURE NO. 26)
(1 span, riveted steel plate girders)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure is in overall satisfactory condition.

The deck is in overall good condition.

The approaches are in overall satisfactory condition.

US ROUTE 206 (BROAD STREET) OVER US ROUTE 1 (NJ) (STRUCTURE NO. 27)
(1 span, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure is in overall satisfactory condition.

The deck is in overall satisfactory condition.

The approaches are in satisfactory condition.

WASHINGTON STREET OVERPASS (PA) (STRUCTURE NO. 28)
(1 span, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure is in overall satisfactory condition.

The deck is in overall very good condition.

The approaches are in overall good condition.

SOUTH PENNSYLVANIA AVENUE OVERPASS (PA) (STRUCTURE NO. 29)
(1 span steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall good condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in overall satisfactory condition.

RAMP N OVER UNION STREET (NJ) (STRUCTURE NO. 30)
(3 span, simply supported prestressed concrete girders)

The structure is in overall satisfactory condition.

The superstructure is in overall satisfactory condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in overall good condition.

US ROUTE 1 RAMP C OVER NJ ROUTE 29 NB (NJ) (STRUCTURE NO. 31)
(2 span, steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall very good condition.

The substructure is in overall very good condition.

The deck is in overall good condition.

The approaches are in overall good condition.

TRENTON - MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements which includes the demolition and reconstruction of the Trenton – Morrisville Toll Bridge Administration Building. Due to this upcoming project, the 2023 inspection focused on the facility parking lot, toll plaza, salt shed, fuel pump and adjacent grounds at the Route 1 Entrance and Exit Ramps. The Administration Building, Storage Garage and Maintenance Garage findings are from the 2017 inspections.

The facility parking lot, toll plaza, salt shed, fuel pump and adjacent grounds have been maintained in a state of good repair and are in overall good condition.

There are drainage inlet walls with deteriorated masonry blocks and pointing along the Route 1 South Exit Ramp to South Pennsylvania Avenue.

There is a missing light pole along the Route 1 South Entrance Ramp from South Pennsylvania Avenue.

There are several areas of deteriorated fencing along the property boundaries.

There is a missing yield sign at the base of the Route 1 North Entrance Ramp from South Penn Avenue.

There is cracked and deteriorated bituminous pavement along Wood Street.

There is collision damaged guiderail along the Route 1 North Off-Ramp to South Pennsylvania Avenue.

There are several settled and damaged drainage inlets along the Route 1 North Entrance Ramp from South Pennsylvania Avenue NB.

There are several dying trees along the edge of property.

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. The brickwork is cracked and has rotated. 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. At the location of the limestone panels, at the building's corners, the veneer seems to be distressed. Water may be getting in through the numerous open joints and has penetrated the concrete frame rusting the column reinforcement causing failure of the surfaced concrete and expanding.

This issue is exasperated by the open joints in the stone and as a result the metal supports continuing to corrode. Stone losses at the upper areas suggest that the anchors that tie the stone back to the masonry have rusted. The expanded rusted metal is pushing off the face of the stone.

There are many areas of open joints both in the stone and the brick and in areas between structures. 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.

Storage Garage: There are cracks in the brick masonry at the corners which appear to be expansion related. There has been some attempt to fill the cracks; however there are indications that the building experienced movement subsequent to the repair. There is no provision for expansion control in the existing building and appears to have formed its own. There is evidence that the metal lintels over the masonry wall openings have rusted and expanded causing the brick veneer to push out.

Maintenance Garage: In the rear of the maintenance garage, there is an emergency egress path that leads to Washington Street at one end and to the maintenance service yard on the other end. At the end leading to the street, the path is closed off by a chain linked fence and gate which is locked. The egress path is also obstructed by materials placed there for storage.

In 2017, the Commission initiated Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work will include, but is not limited to, LED street lights at the Trenton - Morrisville Toll Facility.

CONCLUSIONS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

TRENTON - MORRISVILLE TOLL BRIDGE (STRUCTURE NO. 20)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Replace the missing or partially removed light poles along the ramps and roadways within DRJTBC jurisdiction
  - Rebuild or repair the broken manhole utility boxes along the ramps and roadways within DRJTBC jurisdiction
  - Repaint localized areas of failed and peeling paint throughout the superstructure
  - Perform structural steel repairs at the locations of severe section loos and/or holes in the girder webs and end diaphragms
  - Place riprap at Piers 2, 3, 4, and 6

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 1 OVER NJ 29 NB (NJ) (STRUCTURE NO. 21)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the spalled beam ends and diaphragms
  - Reset the shifted neoprene bearing pads

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 1 OVER RAMP N (NJ) (STRUCTURE NO. 22)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Repair or replace the bearings at the north and south abutments
  - Repair the cracked northwest Bearing 9 stiffener weld at the south abutment

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

RAMP IY OVER BRIDGE STREET (NJ) (STRUCTURE NO. 23)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Clean and paint the rusted steel fascia bearings at the abutments

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

RAMP Y OVER NJ ROUTE 29 NB & SB (NJ) (STRUCTURE NO. 24)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Install bolted repair plates over the holes in the Girder 4 web at the west abutment

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 1 OVER UNION STREET (NJ) (STRUCTURE NO. 25)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the Girder 9 cracked bearing stiffener at the south abutment
  - Reseal the punctured north abutment deck joint
  - Repair or replace the bearings at the north and south abutments

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

CENTRE STREET OVER US ROUTE 1 (NJ) (STRUCTURE NO. 26)

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
  - Repave the deteriorated east approach up to the adjacent railroad bridge
  - Replace the fixed bearings at the west abutment

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 206 (BROAD STREET) OVER US ROUTE 1 (NJ) (STRUCTURE NO. 27)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Remove all north fascia girder sign tack welded attachments and grind the welds smooth, reattach the signs with bolted connections
  - Repair or replace the bearings at the east and west abutment
  - Regrade the east approach due to the low point near the adjacent railroad bridge

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

WASHINGTON STREET OVERPASS (PA) (STRUCTURE NO. 28)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Reconstruct the girder 5 bearing pedestal at the south abutment
  - Replace bearings 3 through 16 at the south abutment

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

SOUTH PENNSYLVANIA AVENUE OVERPASS (PA) (STRUCTURE NO. 29)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Replace the bearings at the north and south abutments

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

RAMP N OVER UNION STREET (NJ) (STRUCTURE NO. 30)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the spalled beam ends

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 1 RAMP C OVER NJ ROUTE 29 NB (NJ) (STRUCTURE NO. 31)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Repair or replace the collision damaged end terminal in span 1 at the northwest corner
  - Repair the collision damaged northeast approach guiderail

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

TRENTON - MORRISVILLE TOLL BRIDGE FACILITY AND GROUNDS

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements which includes the demolition and reconstruction of the Trenton – Morrisville Toll Bridge Administration Building. Due to this upcoming project, there are no recommendations for the Administration Building, Storage Garage and Maintenance Garage.

- Items to be included in future repair contract:
  - Repair or rebuild the damaged drain inlet walls near the Route 1 South Exit Ramp to South Pennsylvania Avenue SB
  - Replace the missing light pole along the Route 1 South Entrance Ramp from South Pennsylvania Avenue NB.
  - Repair the fencing along the property perimeter.
  - Repair or repave Wood Street.
  - Consult an arborist to address the dying trees along the property edges.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2009				
709	**T-M TB Route 1 & PA Avenue Interchange Improvements**	*$0*	$819,000	$4,086,000	**$4,905,000**
746	**Trenton - Morrisville TB Roadway Paving & Deck Sealing**	*$0*	$1,326,726	$0	**$1,326,726**
691	**Trenton-Morrisville Toll Bridge All Electronic Tolling**	*$0*	$1,508,426	$7,109,540	**$8,617,966**
811	**T-M TB Miscellaneous Substructure Spall Repairs**	*$0*	$989,000	$0	**$989,000**
	BRIDGES SUB TOTAL	*$0*	**$4,643,152**	**$11,195,540**	**$15,838,692**
	Facilities and Grounds				
TMTB	**Unforeseen Projects**	*$0*	$150,000	$150,000	**$300,000**
519TM	**Southern Ops. & Maintenance Facilities Improvements - (T-M)**	*$0*	$25,329,337	$0	**$25,329,337**
	FACILITIES AND GROUNDS SUB TOTAL	**$0**	**$25,479,337**	**$150,000**	**$25,629,337**
	TOTAL COST	*$0*	**$30,122,489**	**$11,345,540**	**$41,468,030**

SCUDDER FALLS

TOLL BRIDGE FACILITY

(Structure Nos. 80 & 85)

Delaware River
Joint Toll Bridge
Commission

SCUDDER FALLS TOLL BRIDGE FACILITY

GENERAL

Replacement of the bridge was completed in 2022 under Contract No. T-668A, Scudder Falls Bridge Replacement Project. The Scudder Falls Bridge Replacement Project area extends 4.4 miles along I-295 (previously designated 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 included 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 eastbound for entry/exit travel, and one auxiliary lane westbound for entry/exit travel. The new crossing consists of dual seven span structures (one WB and one EB), each supported by six piers and two abutments with an overall length of approximately 1,834 feet.

The bridge replacement project is the largest single capital undertaking in the Commission's history – over $500 million – providing new capacity and new safety upgrades to meet both current and future traffic demands along I-295 in Pennsylvania, at the bridge's two adjoining interchanges in New Jersey and Pennsylvania, and on the bridge itself.

The Pennsylvania Turnpike Commission has constructed of a new interchange to provide a direct link from the Turnpike to I-95/I-295 in Bucks County. The Pennsylvania Turnpike has been re-designated as I-95 from the new interchange east to the connection with the New Jersey Turnpike at the Delaware River. The roadway north of the new interchange through Bucks County including the Scudder Falls Bridge has been re-designated as I-295.

Other major components of the Scudder Falls Bridge Replacement Project include:

- Widening of I-295 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-295/Taylorsville Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern westbound off ramp from I-295 and combining it with the existing western westbound off ramp.
- Reconstruction and reconfiguration the I-295/NJ Route 29 interchange through the use of roundabouts. This avoids traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-295.
- Fifteen (15) MSE retaining walls with a total length of 10,370 feet with a maximum fill height of 40 feet.
- Twenty-four (24) new sign structures: Fourteen (14) cantilever sign structures and ten (10) overhead sign structures.
- Addition of a bicycle and pedestrian facility on the new upstream structure carrying westbound 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 Administration Building that will house Commission staff, ESS, IT and All Electronic Tolling equipment.

To fully finance the multifaceted project, the Commission implemented All Electronic Tolling (AET) on the new Scudder Falls Bridge in the westbound (PA bound) direction only on July 14, 2019.

SCUDDER FALLS TOLL BRIDGE MAIN RIVER BRIDGE
(Twin 7 span, continuous, steel multi-girder)

The Scudder Falls toll bridge (Structure Nos. 80 and 85) carries Interstate 295 over the Delaware River, River Road (PA Route 32) in Pennsylvania and River Road (NJ Route 29) in New Jersey from Lower Makefield Township, Pennsylvania to Ewing Township, New Jersey. The westbound bridge was opened to traffic in July 2019. The eastbound bridge was opened to traffic in September 2021.

The Scudder Falls main river bridge (Structure Nos. 80 and 85) is a twin 1,834 foot long, seven span continuous welded steel plate girder structure consisting of seven field spliced girders. The westbound bridge is 74'-11" curb-to-curb and carries 4 lanes of traffic. The eastbound structure carries 5 lanes of traffic, and the curb-to-curb in spans 1 through 6 is 85'-2 3/4" and varies from 85'-2 3/4" to 86'-7 3/4" in span 7. The westbound structure carries a 10 foot shared use trail on the north (upstream) side. The substructure consists of two abutments and six piers, all composed of reinforced concrete and founded on piles. The wingwalls and front faces of the abutments have mechanically stabilized earth (MSE) retaining walls.

INTERSTATE 295 OVER PA CANAL
(Twin 1 span, prestressed concrete multi–girder on integral abutments)

The Interstate 295 over PA Canal bridge (Structure Nos. 81 and 82) is an approach structure for the main river bridge and carries Interstate 295 over the Pennsylvania Canal in Lower Makefield Township, Pennsylvania. The westbound bridge was opened to traffic in July 2019. The eastbound bridge was opened to traffic in September 2021.

The Interstate 295 over PA Canal bridge is a twin 116 foot long, single span, simply supported structure composed of eight prestressed concrete bulb-tee beams. The westbound roadway is approximately 73'-4" curb to curb and carries four lanes of traffic. The eastbound roadway is approximately 85'-4" and carries four lanes of traffic. The substructure units are integral abutments composed of steel piles, reinforced concrete pile caps, and MSE retaining walls.

INTERSTATE 295 OVER TAYLORSVILLE ROAD
(Twin 1 span, steel multi–girder on integral abutments)

The Interstate 295 over Taylorsville Road bridge (Structure Nos. 83 and 84) is an approach structure for the main river bridge and carries Interstate 295 over Taylorsville Road in Lower Makefield Township, Pennsylvania. The westbound bridge was opened to traffic in July 2019. The eastbound bridge was opened to traffic in September 2021.

The Interstate 295 over Taylorsville Road is a twin 107 foot long, single span, simply supported structure composed of eleven welded plate girders. The westbound roadway is approximately 73'-3" curb to curb and carries four lanes of traffic, including Ramp D. The eastbound roadway is approximately 74'-11" and carries four lanes of traffic, including Ramp B. The substructure units are integral abutments composed of steel piles, reinforced concrete pile caps, and MSE retaining walls.

SCUDDER FALLS TOLL BRIDGE FACILITIES AND GROUNDS

The Commission purchased or obtained a number of properties in Pennsylvania and a section of Right-of-Way in New Jersey. In 2016, the Commission purchased an approximately 10-acre lot outside of the Right-of-Way located at the corner of Woodside and Taylorsville Roads in Lower Makefield Township. The intended use of the property was for construction of a two-story Administrative building that serves as the Commission's administrative headquarters, replacing the building adjacent to Route 1 in Morrisville. In addition to the building, the Commission reconstructed the current park-and-ride lot at the location to accommodate 103 parking spaces and assume ownership of the lot; taking full responsibility for the future operation, maintenance, landscaping, and snow and trash removal in perpetuity. The Commission renovated the 1799 Building into Public Restrooms and constructed, at its expense, a bicycle/pedestrian path from the reconstructed park & ride lot to the Delaware Canal Park towpath, which subsequently linked to the bike-pedestrian facility across the river.

Under Contract No. T-668A, the BM/AET building, a four (4)-story building housing Bridge Monitors (BM) and the computer equipment of the All Electronic Tolling (AET) was completed in 2019. Additionally, two (2) gantry structures for the AET equipment located in front of the BM/AET building, and over the I-295 Westbound lanes only. The gantry structures are 31 feet apart with a maintenance catwalk between the two, which provide access from the building roof top for maintenance of the AET equipment. Overhead signage is mounted on the leading gantry.

In March 2018, the Commission awarded Contract No. T-707A for the construction of the Administration Building at Scudder Falls, including renovation of the adjacent 1799 House into a trail head with public restroom. The Commission occupied the new Administration Building on September 16, 2019. The 30,000 square feet building is a 2-story, steel framed structure with a glass curtain wall. It has an open floor plan and roof mounted solar panels. An underground fuel tank is located in the parking lot for fueling Commission vehicles. As part of the project, the Commission also purchased and improved the Park & Ride parking lot from Lower Makefield Township and is now fully responsible for the property.

The 2023 inspection included the eastbound and westbound main river bridges, seven (7) approach structures, seven (7) sign structures, ten (10) retaining walls, the facility and grounds, and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

SCUDDER FALLS TOLL BRIDGE WESTBOUND (STRUCTURE NO. 80)
(7 span, continuous, welded steel multi-girder)

The structure condition has been downgraded from excellent to good condition due to the deck.

The superstructure is in overall excellent condition.

The substructure above the waterline has been lowered from excellent to very good due to the spalls in the west abutment backwall.

The deck is in good condition.

The approaches have been lowered from excellent to very good condition due to the hairline cracks in the approach slabs.

An underwater inspection was completed July 27, 2022 under Task Order C-759A-1. The substructure below the waterline was found to be in overall very good condition with full height vertical hairline cracks and shallow spalls in the pier pile caps.

The retaining walls and sign structures are in overall very good condition.

SCUDDER FALLS TOLL BRIDGE EASTBOUND (STRUCTURE NO. 85)
(7 span, continuous, welded steel multi-girder)

The structure condition has been downgraded from very good to good condition due to the deck.

The superstructure is in overall excellent condition.

The substructure above the waterline is in overall very good condition.

The deck is in overall good condition.

The approaches are in overall excellent condition.

An underwater inspection under Task Order C-759A-1. The substructure below the waterline was found to be in overall very good condition with full height vertical hairline cracks and shallow spalls in the pier pile caps

The retaining walls and sign structures are in overall very good condition.

INTERSTATE 295 WESTBOUND OVER PA CANAL (PA) (STRUCTURE NO. 81)
(1 span, simply supported, prestressed concrete beams on integral abutments)

The structure condition has been downgraded from excellent to very good condition due to the substructure.

The superstructure is in overall excellent condition.

The substructure has been downgraded from excellent to very good condition due to cracks in the breastwall.

The deck is in overall very good condition.

The approaches are in overall good condition.

INTERSTATE 295 EASTBOUND OVER PA CANAL (PA) (STRUCTURE NO. 82)
(1 span, simply supported, prestressed concrete beams on integral abutments)

The structure is in overall excellent condition.

The superstructure is in overall excellent condition.

The substructure is in overall excellent condition.

The deck is in overall excellent condition.

The approaches are in overall excellent condition.

INTERSTATE 295 WESTBOUND OVER TAYLORSVILLE ROAD (PA) (STRUCTURE NO. 83)
(1 span, simply supported, welded plate girders on integral abutments)

The structure condition has been downgraded from excellent to very good condition due to the substructure.

The superstructure is in overall excellent condition.

The substructure has been downgraded from excellent to very good condition due to the fine cracks in the backwall and bridge seat of both abutments.

The deck has been downgraded from excellent to very good condition due to the fine cracks in the wearing surface.

The approaches are in overall very good condition.

INTERSTATE 295 EASTBOUND OVER TAYLORSVILLE ROAD (PA) (STRUCTURE NO. 84)
(1 span, simply supported, welded plate girders on integral abutments)

The structure is in overall very good condition.

The superstructure is in overall excellent condition.

The substructure is in overall very good condition.

The deck is in overall excellent condition.

The approaches are in overall excellent condition.

SCUDDER FALLS SHARED-USE PATH OVER PA CANAL (STRUCTURE NO. 87)
(1 span, welded tubular steel pony truss on spread footings)

The structure is in overall good condition.

The superstructure is in overall excellent condition.

The substructure is in overall excellent condition.

The deck is in overall good condition.

The approaches are in overall very good condition.

PA SCUDDER FALLS SHARED-USE PATH (STRUCTURE NO. 88)
(2 span, continuous, rolled steel two-girder system)

The structure is in overall good condition.

The superstructure is in overall excellent condition.

The substructure is in overall excellent condition.

The deck is in overall good condition.

The approaches are in overall very good condition.

NJ SCUDDER FALLS SHARED-USE PATH (STRUCTURE NO. 89)
(2 span, continuous, rolled steel two-girder system)

The structure is in overall very good condition.

The superstructure is in overall excellent condition.

The substructure is in overall excellent condition.

The deck is in overall very good condition.

The approaches are in overall very good condition.

SCUDDER FALLS TOLL BRIDGE FACILITIES AND GROUNDS

The overall condition of the Scudder Falls Facility and Grounds is very good. The buildings and structures located on the grounds have been maintained and are in a state of very good repair.

A broken window in Room 226 in the Administration Building was replaced following the inspection.

There are dying and dead trees located on the property.

CONCLUSIONS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

SCUDDER FALLS TOLL BRIDGE WESTBOUND (STRUCTURE NO. 80)

The structure is in overall very good condition.

- Items to be included in future repair contract:
  - Tighten the sole plate bolts at Bearings 1 and 2 at Pier 3.
  - Install washers at the anchor bolt and sole plate bolts at Bearing 2 at Pier 3.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

SCUDDER FALLS TOLL BRIDGE EASTBOUND (STRUCTURE NO. 85)

The structure is in overall very good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

INTERSTATE 295 WESTBOUND OVER PA CANAL (STRUCTURE NO. 81)

The structure is in overall very good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

INTERSTATE 295 EASTBOUND OVER PA CANAL (STRUCTURE NO. 82)

The structure is in overall excellent condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

INTERSTATE 295 WESTBOUND OVER TAYLORSVILLE ROAD (STRUCTURE NO. 83)

The structure is in overall very good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

INTERSTATE 295 EASTBOUND OVER TAYLORSVILLE ROAD (STRUCTURE NO. 84)

The structure is in overall very good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

SCUDDER FALLS SHARED-USE PATH OVER PA CANAL (STRUCTURE NO. 87)

The structure is in overall excellent condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

PA SCUDDER FALLS SHARED-USE PATH (STRUCTURE NO. 88)

The structure is in overall excellent condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

NJ SCUDDER FALLS SHARED-USE PATH (STRUCTURE NO. 89)

The structure is in overall excellent condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

SCUDDER FALLS TOLL BRIDGE FACILITIES AND GROUNDS

The Facilities and Grounds are in a state of very good repair.

- Items to be included in future repair contract:
    - Consult an arborist to address the dying trees on the property.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Scudder Falls Toll Bridge

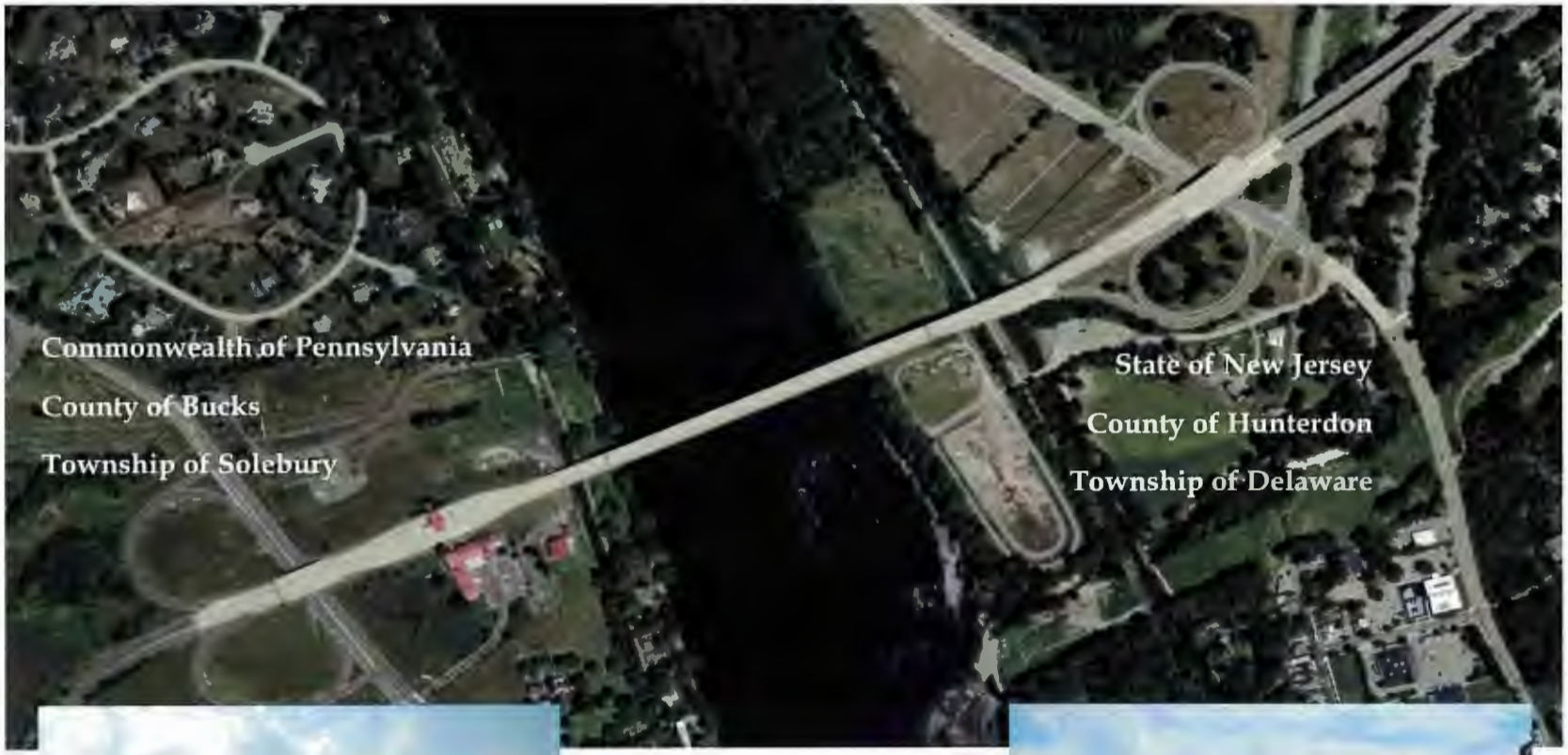
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
660	Scudder Falls Bridge Replacement Project	*$0*	$6,465,046	$84,154	**$6,549,200**
764	SFTB Deck Sealing & Shared Use Path PPC Overlay	*$0*	$1,982,524	$0	**$1,982,524**
	BRIDGES SUB TOTAL	***$0***	**$8,447,570**	**$84,154**	**$8,531,724**
	Facilities and Grounds				
SFTSB	Unforeseen Projects	*$0*	$150,000	$150,000	**$300,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$150,000**	**$150,000**	**$300,000**
	TOTAL COST	***$0***	**$8,597,570**	**$234,154**	**$8,831,724**

NEW HOPE - LAMBERTVILLE

TOLL BRIDGE FACILITY

(Structure No. 140)



Delaware River
Joint Toll Bridge
Commission

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 is 50 mph in the northbound direction and 55 mph in the southbound direction.

Complete rehabilitation of the floorbeam cantilever brackets was completed in October 2009 under Contract No. T-498A. The steel cantilever bracket tie plates in spans 1 - 8 were replaced with bolted high strength steel plates. In spans 9 and 10 the original tie plates were left in-place and a high-strength post-tensioned steel rod was installed above the floorbeam, connected to the floorbeam and cantilever bracket top flanges. This retrofit was used due to irregular stringer spacing that did not allow replacement of the tie plates as was done in spans 1 - 8. The post-tensioned rod retrofit was designed to carry all dead and live loads in the event an original tie plate failure, allowing the bridge to remain serviceable and all lanes to remain open. 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.

The New Hope - Lambertville Toll Bridge Floor System Rehabilitation was completed in 2018 under Contract No. T-708A. The project included steel repairs and strengthening areas of the

superstructure beneath deck joints and pin hangers. The work also included spot cleaning and painting of the superstructure.

Under Contract No. C-704A-2, design of repairs to the East Abutment Stone Veneer is being completed with construction to be completed under the Commission's Job Order Contracting contract.

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 is 50 mph in the northbound direction and 55 mph in the southbound direction.

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.

The administration building and attached maintenance garage facility roofs were replaced in 2005 under Contract No. T-435A.

Contract No. T-397B, New Hope - Lambertville Toll Bridge Building Administration Building Renovations & Addition was completed in October 2008. Contract No. T-397B included the renovation and refurbishment of approximately 9,200 S.F. of existing building space, the construction of a new three story addition of 6,000 S.F., and assorted building (structural, electrical, mechanical, HVAC, etc.) system improvements. Installation of a backup generator to supply all power needs of the facility was also included.

Upon rededication of the Administration Building in December 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.

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.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the New Hope - Lambertville toll plaza.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2018, the Commission awarded a design contract for Contract No. C-519A Southern Operations & Maintenance Facilities Improvements for space utilization improvements at the New Hope – Lambertville Executive headquarters.

In 2019, construction was completed for a new 500 ton salt storage facility and reconstruction of the existing salt storage building walls and roof to be re-purposed as equipment storage under Contract No. T-611A.

The 2023 inspection included the main river bridge, two (2) approach bridges, three (3) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

An Interim Inspection was performed on December 4 & 5, 2024 and June 25 & 26, 2024 to monitor the span 9 and 10 floorbeam tie plates and PT system. No significant changes were noted since the June 2023 Routine inspection.

Based on the findings of the 2023 Routine and 2024 Interim inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

NEW HOPE - LAMBERTVILLE TOLL BRIDGE (STRUCTURE NO. 140)
(10 span, continuous, steel two girder/floorbeam/stringer)

The structure is in overall satisfactory condition.

The superstructure is in overall satisfactory condition.

The substructure above the waterline is in good condition.

The deck is in overall satisfactory condition.

The approaches are in overall good condition.

An underwater inspection was performed in 2021 under Task Order C-759A-1. The substructure below the waterline was found to be in overall good condition.

The sign structures (3 total) are in overall good condition. The junction boxes at Sign Structures No. 14051 and 14053 exhibit severe corrosion with holed through areas.

US ROUTE 202 OVER NJ ROUTE 29 (NJ) (STRUCTURE NO. 141)
(3 span, simply supported, steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall good condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in overall satisfactory condition.

US ROUTE 202 OVER PA ROUTE 32 (PA) (STRUCTURE NO. 142)
(1 span, reinforced concrete rigid frame)

The structure is in overall satisfactory condition.

The superstructure condition rating has been lowered from good to satisfactory due to the transverse cracks with efflorescence at both ends at the apex and large spall along the longitudinal joint.

The substructure is in overall good condition.

The roadway is in overall 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. New electronic signs have been installed above the toll lanes since the previous inspection. The paint striping throughout the toll plaza is reported to be deteriorated and needs to be repainted often.

The storage shed near the canal has been torn down as part of the Salt Storage Facility Contract No. T-611A.

There are a several broken wall tiles in the Women's Room 118 and Locker Room.

There is impact damage and corrosion to some of the toll booth trim.

There is a depression with standing water along the west abutment below the toll bridge.

There is settled bituminous pavement along the Equipment Storage Shed concrete floor.

There are several dying trees along the edge of the property at the west side of the Administration building.

CONCLUSIONS

Based on the findings of the 2023 Routine and 2024 Interim inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

NEW HOPE - LAMBERTVILLE TOLL BRIDGE (STRUCTURE NO. 140)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Reconstruct the stone masonry façade at the north end of the east abutment. ***Work to be completed under JOC Contract No. T/TS-737A-003.***
  - Repair the fractured south tie plate at FB9.01 in Span 9
  - Tighten the loose post tension rod in Span 10 above FB 10.03
  - Perform structural steel repairs at the locations of severe section loss and/or holes at the stringers and floorbeams
  - Place riprap at Piers 2, 3, 4 and 5
  - Remove debris at Piers 2, 3, 4, 5 and 6

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

US ROUTE 202 OVER NJ ROUTE 29 (NJ) (STRUCTURE NO. 141)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs at areas of holes in the girders

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

US ROUTE 202 OVER PA ROUTE 32 (PA) (STRUCTURE NO. 142)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

NEW HOPE - LAMBERTVILLE TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
  - Repair the broken wall tiles in the Women's Room 118 and Locker Room
  - Repair or replace the impact damaged and corroded toll booth trim
  - Backfill the depressions along the west abutment below the toll bridge
  - Contract an arborist to address the condition of the trees throughout the property

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	New Hope - Lambertville Toll Bridge Floor System Rehabilitation completed in 2018.. The approaches were repaved in 2013-2014. Cantilever Bracket Improvements were completed in 2009.				
758	**New Hope - Lambertville Toll Bridge Backwall Rehabilitation**	*$0*	$199,122	$2,905,404	**$3,104,526**
754NHL	**NH-L Toll Bridge All Electronic Tolling**	*$0*	$8,348,221	$0	**$8,348,221**
	BRIDGES SUB TOTAL	***$0***	**$8,547,343**	**$2,905,404**	**$11,452,747**
	Facilities and Grounds				
NHLTB	**Unforeseen Projects**	*$0*	$150,000	$150,000	**$300,000**
519NH	**Southern Ops. & Maintenance Facilities Improvements - (NH-L)**	*$0*	$25,546	$0	**$25,546**
741	**NH-L TB Stone Veneer Replacement**	*$0*	$649,627	$0	**$649,627**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$825,173**	**$150,000**	**$975,173**
	TOTAL COST	***$0***	**$9,372,517**	**$3,055,404**	**$12,427,920**

INTERSTATE 78

TOLL BRIDGE FACILITY

(Structure Nos. 270 & 275)

Delaware River
Joint Toll Bridge
Commission

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 65 mph in the westbound direction and 55 mph in eastbound direction.

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 guide rails.

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.

In 2020, Contract No. T-644A, I-78 Bridges and Approach Slabs Rehabilitation was completed. This project consisted of approximately 7.0 miles of roadway, five (5) bridges, and a Welcome Center in the Commission's jurisdiction within Pennsylvania; six (6) bridges in the Commission's jurisdiction within New Jersey; and two (2) bridges on I-78 over the Delaware River. Specific improvements and repairs included, but are not limited to the following:

- *Precast Approach Slab Replacements*: This work included the repair and replacement of approach slabs at all eight (8) bridges carrying I-78. Existing traffic lane slabs adjacent to I-78 bridge decks were replaced with precast slabs.
- *Painting Existing Structural Steel:* This work included the removal of existing paint and repainting structural steel at all six (6) New Jersey bridges.
- *Asphalt Overlay and Regrading*: This work included the installation of an asphalt overlay at the existing roadways at select locations and at all proposed bridge approach slabs.
- *Deck Seal Coat*: This work included prepping the existing deck, performing miscellaneous spall repairs, and sealing the entire deck of all thirteen (13) bridges with a penetrating sealer material. In addition, deck joint seals were replaced at four (4) bridges.
- *Miscellaneous Substructure Repairs*: This work included the delineation of deteriorated substructure concrete, the removal of the concrete and the patching of the repair areas at select locations.
- *Miscellaneous Superstructure Repairs:* This work included miscellaneous repairs to steel and concrete superstructure members at select locations.
- *Roadway Re-Striping:* This work included re-striping of all roadways within the Commission's jurisdiction and replacement of damaged or missing flexible delineators and raised pavement markers.

Contract No. T-719B, emergency repair of I-78 Eastbound Bridge was completed in 2021. Work completed under this contract included repair of a broken section of the East Abutment tooth dam deck joint.

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 lanes 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.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the I-78 toll plaza.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2018, Contract No. T-508A, I-78 Maintenance Garage Expansion & Renovation was completed. The Scope of Work for this project included, but is not limited to the following:

- Renovation of existing Maintenance Facility
- Additions to the Maintenance Facility. Original 6 bay, 6,600 S.F. building to be expanded to nearly 19,000 S.F. with 16 bays.
- Replacement of all exterior windows at Welcome Center and Tunnel Stair
- Canopy at Welcome Center and Toll Booth for employee protection and canopy access
- HVAC equipment upgrades through-out the facility
- New direct digital control (DDC) building automation system (BAS) incorporating a state-of-the-art, microprocessor-based control platform with an open communication protocol and remote access.
- New standing-seam metal roof for the Welcome Center, Toll Plaza, Maintenance Garage and Tunnel Stair
- Welcome Center plumbing chase improvements
- Full site and remote sewer pump station Emergency Power Distribution Systems
- Site-wide lightning protection system replacement
- Improve site emergency ingress and egress to I-78
- New fueling island canopy and fuel dispensing pumps
- Storage bays for vehicles and equipment storage
- Male and female locker facilities
- Radiant floor heating throughout the existing and new Maintenance Garage Facility
- New state-of-the-art brining production system
- Relocated compactor and dumpster
- Operable partition in lunch room

In the fall of 2019, Contract No. T/TS-734A-001 was completed to rehabilitate deteriorated transverse and longitudinal asphalt pavement joints on I-78 throughout the Commission's New Jersey jurisdiction.

In 2020, longitudinal pavement joint rehabilitation throughout the Commissions' I-78 NJ corridor began under Contract No. T/TS-734A-003.

The 2023 inspection included the eastbound and westbound main river bridges, eleven (11) approach structures, six (6) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

INTERSTATE 78 TOLL BRIDGE (EASTBOUND) (STRUCTURE NO. 270)
(7 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in good condition. The paint system shows signs of distress throughout with isolated areas of minor to moderate corrosion of the structural steel.

The substructure above the waterline is in satisfactory condition. An underwater inspection was performed in 2021 under Task Order C-750A-2.

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

The approach roadway has been downgraded from very good to good condition due to the minor cracking in the bituminous concrete pavement and minor spalls in the abutment headers.

The retaining walls (7 total) are in overall good condition. Overgrown vegetation and tree branches are encroaching over the retaining walls at several locations.

INTERSTATE 78 TOLL BRIDGE (WESTBOUND) (STRUCTURE NO. 275)
(7 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is 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 2021 under Task Order C-750A-2. The substructure was found to be in satisfactory condition due to cracks and small spalls throughout the substructure units.

The deck is in satisfactory condition. The top of the deck exhibits numerous fine to medium transverse cracks throughout. The metal SIP 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 very good condition.

The sign structures (6 total) are in overall good condition. Sign Structure #27553 exhibits loose anchor bolt nuts at the northeast and northwest foundations. The end terminal along the I-78 westbound median near Sign Structure #27555 is damaged.

The retaining walls (10 total) are in overall good condition. Overgrown vegetation and tree branches are encroaching over the retaining walls at several locations.

RAMP A OVER SERVICE ROAD (PA) (STRUCTURE NO. 272)
(1 span, simply supported, prestressed concrete adjacent box beams)

The structure is in overall good condition.

The superstructure is in good condition.

The substructure is in good condition.

The deck is in good condition.

The approaches are in good condition.

MORGAN HILL ROAD OVER I-78 (STRUCTURE NO. 273)
(2 span, continuous, prestressed concrete spread box beams)

The structure is in overall good condition.

The superstructure is in good condition. A few hairline to fine cracks were noted at the underside of each beams in both spans. Similar cracks were observed at the west face of Beam 1 and the east face of Beam 8 in both spans. The end diaphragms at the pier exhibit failed concrete patches and spalls in all bays.

The substructure is in good condition.

The deck is in satisfactory condition. The top of deck exhibits fine to medium cracks throughout both spans, and a few shallow spalls in Span 2 adjacent to the abutment deck joint. The underside of the deck consists of SIP formwork which exhibits light to moderate rust at a few locations.

The approach roadway is in satisfactory condition. There are medium cracks throughout both approaches. The south approach exhibits minor settlement adjacent to the deck joint header.

CEDARVILLE ROAD OVER I-78 (STRUCTURE NO. 274)
(4 span, simply supported, prestressed concrete I-girders)

The structure is in overall satisfactory condition.

The superstructure is in satisfactory condition. Several beams exhibit typical hairline to medium cracks with rust stains, and a few spalls (some with exposed strands) at the ends.

The substructure is in good condition.

The deck is in good condition.

The approach roadway is in satisfactory condition. The asphalt wearing surface exhibits minor to moderate settlement adjacent to the abutment deck joints.

I-78 WESTBOUND OVER PA 611 (STRUCTURE NO. 276)
(3 span, simply supported, prestressed concrete spread box beams)

The structure is in overall satisfactory condition.

The superstructure has been lowered from good to satisfactory condition due to the increased spalls with exposed prestress strands at the beam ends. Several beams exhibit minor spalls, some with exposed strands and/or rebar, and hairline cracks at the ends. A few end diaphragms also have spalls with exposed rebar.

The substructure is in good condition. The west abutment and pier 2 exhibit a few spalls, and there are few fine to medium cracks at the west abutment and both piers.

The deck is in good condition. The top of deck exhibits fine to medium cracks in all spans, and there are minor edge spalls along the deck joints. The SIP formwork at the underside of the deck has few areas of light to moderate rust.

The approach roadway is in very good condition.

I-78 EASTBOUND OVER PA 611 (STRUCTURE NO. 277)
(3 span, simply supported, prestressed concrete spread box beams)

The structure is in overall satisfactory condition.

The superstructure has been lowered from good to satisfactory condition due to the increased spalls with exposed prestress strands at the beam end. Several beams exhibit minor spalls, some with exposed strands, and hairline to fine cracks at the ends. A few end diaphragms also have spalls with exposed rebar.

The substructure is in good condition. Both abutments and pier 2 exhibit a few spalls, and there are a few fine to medium cracks at both abutments and piers.

The deck is in good condition. The top of deck exhibits fine to medium cracks in all spans, and there are minor edge spalls along the deck joints.

The approach roadway is in very good condition.

CARPENTERSVILLE ROAD OVER I-78 (STRUCTURE NO. 278)
(2 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in good condition.

The substructure is in satisfactory condition. There are several fine to wide cracks at both abutments, and a few spalls at the north abutment and pier.

The deck is in good condition.

The approach roadway is in satisfactory condition. Both approach slabs exhibit medium to wide cracks, with a few areas of spalls and severe scaling.

EDGE ROAD OVER I-78 (STRUCTURE NO. 279)
(2 span, continuous, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in good condition.

The substructure is in satisfactory condition. The north and south abutment backwalls and breastwalls exhibit medium to wide cracks with areas of water stains and efflorescence. There are a few spalls at both abutments and the pier with exposed rebar.

The deck is in good condition.

The approach roadway is in satisfactory condition. Fine to medium cracks were noted in both approaches, with several cracks partially sealed. Both approaches also exhibit a few areas of severe scaling.

I-78 WESTBOUND OVER CR 519 (STRUCTURE NO. 271)
(2 span, continuous, steel multi - girder)

The structure is in overall good condition.

The superstructure is in good condition.

The substructure is in good condition.

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

The approach roadway has been downgraded from very good to good due to the cracks in the bituminous concrete pavement.

I-78 EASTBOUND OVER CR 519 (STRUCTURE NO. 281)
(2 span, continuous, steel multi - girder)

The structure is in overall good condition.

The superstructure is in good condition.

The substructure is in good condition.

The deck is in good condition.

The approach roadway is in very good condition.

I-78 WESTBOUND OVER RAMP C (FROM US 22) (STRUCTURE NO. 282)
(1 span, simply supported, steel multi - stringer)

The structure is in overall satisfactory condition.

The superstructure is in good condition.

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

The deck is in good condition.

The approach roadway has been lowered from very good to good due to the potholes in the bituminous concrete pavement.

I-78 EASTBOUND OVER RAMP C (STRUCTURE NO. 283)
(1 span, simply supported, steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in good condition.

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.

The deck is in good condition.

The approach roadway has been lowered from very good to good due to a large pothole in the east approach bituminous concrete pavement.

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.

The Maintenance Garage has cracks in the epoxy flooring throughout.

The concrete sidewalk has settlement and cracking near the Administration Building and truck parking area driveway.

The overall condition of the I-78 roadway is satisfactory with occasional potholes, pavement cracks, deteriorated pavement seams, and damaged guide rail. Also noted were areas of heavy vegetation growth on the gabion retaining walls along the highway, as well as trees in the clear zone with branches close to the edge of pavement.

CONCLUSIONS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

INTERSTATE 78 TOLL BRIDGE (EASTBOUND) (STRUCTURE NO. 270)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Clean and paint the structural steel and bearings
  - Clean and epoxy coat the bridge seats
  - Seal the medium cracks throughout the top of deck
  - Pressure inject cracks at Pier 4E

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

INTERSTATE 78 TOLL BRIDGE (WESTBOUND) (STRUCTURE NO. 275)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Replace the missing light pole in Span 7
  - Tighten the loose girder splice plate bolts
  - Clean and paint the structural steel and bearings
  - Clean and epoxy coat the bridge seats
  - Pressure inject horizontal cracks at Pier 4W

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

RAMP A OVER SERVICE ROAD (PA) (STRUCTURE NO. 272)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

MORGAN HILL ROAD OVER I-78 (STRUCTURE NO. 273)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

CEDARVILLE ROAD OVER I-78 (STRUCTURE NO. 274)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair spalls at the ends of prestressed concrete beams and apply epoxy waterproofing at all beam ends.
  - Evaluate the suitability of the elastomeric bearing pads for the fixed bearings.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

I-78 WESTBOUND OVER PA 611 (STRUCTURE NO. 276)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair spalls at the ends of prestressed concrete beams and apply epoxy waterproofing at all beam ends

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

I-78 EASTBOUND OVER PA 611 (STRUCTURE NO. 277)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair or replace the settled Pier 1 deck joint seal.
  - Repair spalls at the ends of prestressed concrete beams and apply epoxy waterproofing at all beam ends

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

CARPENTERSVILLE ROAD OVER I-78 (STRUCTURE NO. 278)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Upgrade the approach guiderail to meet current standards.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

EDGE ROAD OVER I-78 (STRUCTURE NO. 279)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Reset the rocker bearings that exhibit abnormal tilt
  - Upgrade the approach guiderail to meet current standards.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

I-78 WESTBOUND OVER CR 519 (STRUCTURE NO. 271)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Replace the bearing 1 guide bar at the east abutment.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

I-78 EASTBOUND OVER CR 519 (STRUCTURE NO. 281)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Reset or replace bearing 9 at the east abutment.
  - Remove and re-weld the cracked diaphragm gusset plate connection to the web of girder 1 at the west abutment.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

I-78 WESTBOUND OVER RAMP C (FROM US 22) (STRUCTURE NO. 282)

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

I-78 EASTBOUND OVER RAMP C (STRUCTURE NO. 283)

The structure is in overall satisfactory condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

INTERSTATE 78 ROADWAY

The roadway is in overall satisfactory condition. During the 2023 inspection, typical medium to wide transverse cracks with adjacent pothole formation primarily at pavement joints were observed

at locations throughout the bituminous concrete roadway surface on the New Jersey approach. These defects occur at an estimated 50 locations.

For a list of maintenance repair items for the I-78 roadway, see the *2023 Annual Maintenance Report.*

INTERSTATE 78 TOLL BRIDGE FACILITY AND GROUNDS

The Facility and Grounds are in a state of good condition.

- Items to be included in future repair contract:
    - Seal and repair cracked steps leading to the Administration Building parking lot and repair small spall with rebar corrosion at column base near entrance of Administration Building
    - Repair brick masonry wall crack in the Telephone/Equipment Room near the Boiler Room
    - Repair cracks at retaining wall on the West side of the Administration Building
    - Remove dead tree near the Storage Shed
    - Seal/repair cracks on the CMU block walls throughout the Maintenance Garage
    - Seal the cracks in the epoxy flooring throughout the Maintenance Garage floor.
    - Install snow guards for equipment and vents on rear of Maintenance Building roof.
    - Repair sinking sidewalks and cracks on the sidewalk near the Administration Building and truck parking area driveway.
    - Replace cracked tile along the base of wall in the Administration Building

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

CAPITAL PLAN ESTIMATED EXPENDITURES

Interstate 78 Toll Bridge

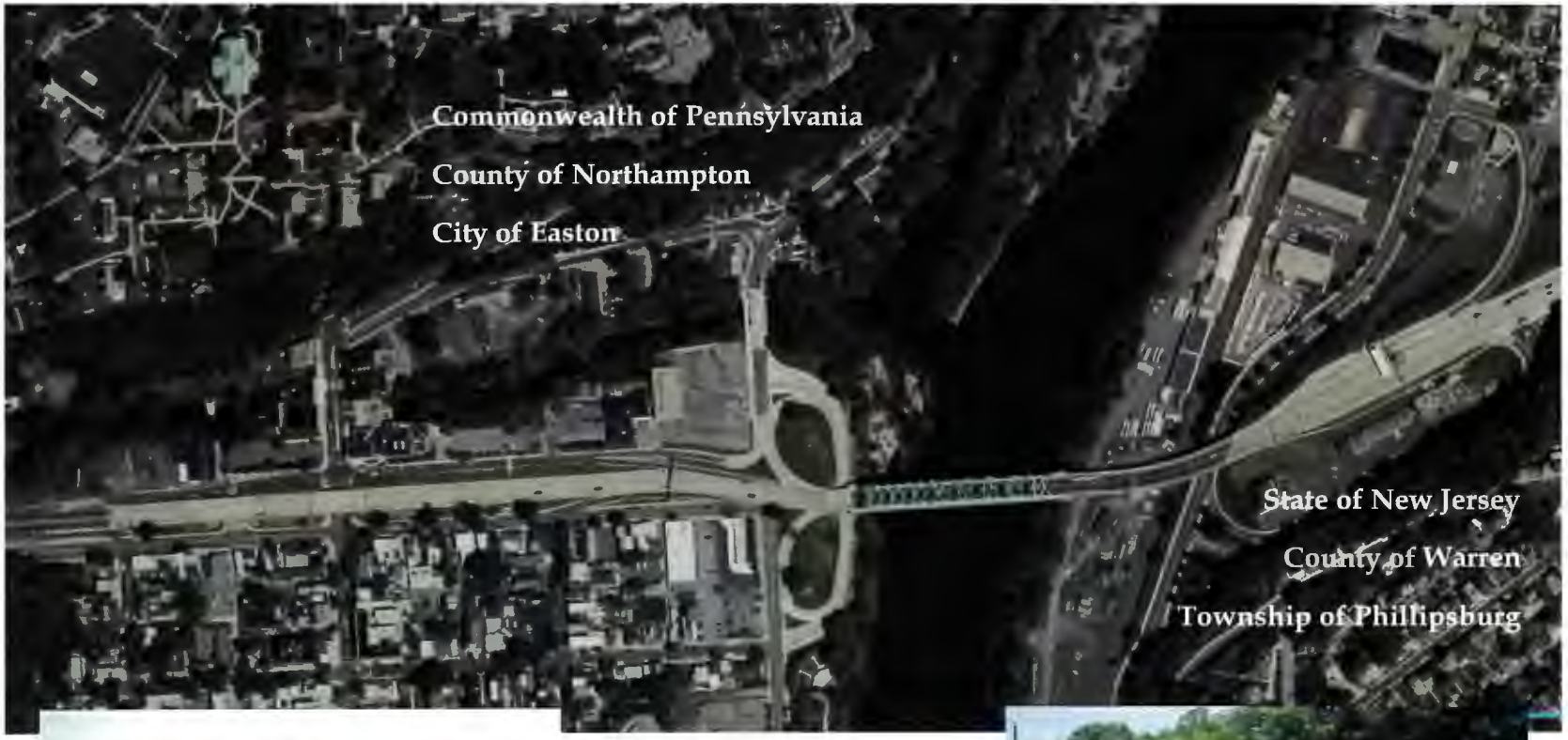
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
766	**I-78 NJ Roadway Rehabilitation and Power & Communication Infrastructure Upgrades**	*$0*	$6,184,334	$0	**$6,184,334**
790A	**I-78 PA Approach Roadway Pavement Rehabilitation**	*$0*	$0	$104,500	**$104,500**
	BRIDGES SUB TOTAL	***$0***	***$6,184,334***	***$104,500***	***$6,288,834***
	Facilities and Grounds				
I-78TB	**Unforeseen Projects**	*$0*	$300,000	$150,000	**$450,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$300,000**	**$150,000**	**$450,000**
	TOTAL COST	***$0***	**$6,484,334**	**$254,500**	**$6,738,834**

EASTON - PHILLIPSBURG

TOLL BRIDGE FACILITY

(Structure No. 300)



Delaware River
Joint Toll Bridge
Commission

EASTON - PHILLIPSBURG TOLL BRIDGE FACILITY

GENERAL

EASTON - PHILLIPSBURG TOLL BRIDGE (STRUCTURE NO. 300)
(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 Contract No. T-437A, Easton - Phillipsburg Toll Bridge Rehabilitation. All work under Contract No. T-437A was completed in 2015. 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 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.

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.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Easton-Phillipsburg toll plaza. Part of this work included construction of new toll lane slabs and loop detectors.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2019, construction was completed for a new 2,000 ton salt storage facility under Contract No. T-711AR.

The 2023 inspection included the main river bridge, the five (5) approach bridges, four (4) sign structures, fourteen (14) retaining walls, the facility and grounds, and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

EASTON - PHILLIPSBURG TOLL BRIDGE (STRUCTURE NO. 300)
(1 span, steel Petit Thru - Truss)

The structure is in overall satisfactory condition.

The superstructure has been downgraded from good to satisfactory condition due to corrosion at areas of previous section loss. The superstructure above the deck exhibits pack rust (up to 1/2") at several gusset plate locations. Members L0U1 and U8U9 at the south truss have bent plates at the top and bottom flanges, respectively. Arrested pitting (1/16" to 1/8") was noted at isolated locations throughout. The superstructure below the deck exhibits pack rust (typically 1/4" to 1/2") at several gusset plate locations. The pack rust has caused out-of-plane bending at the gusset plates (typically 1/4" to 1/2"). Similar pack rust was observed between the eyebars at the truss bottom chord panel points, but less severe. The ends of the floorbeams and the truss bottom chord gusset plates typically have arrested metal loss (1/16" to 1/8") at spot locations. Several lateral bracing gusset plates at the floorbeam have holes along the edges. There are areas of rust bleeding with active rust forming and pack rust at various locations at the sidewalk level and below deck.

The substructure is in good condition. There are three (3) spalls in the top of the west abutment backwall behind stringers S1, S3 and S8 which undermine the deck joint support beam. Both abutment breastwalls also exhibit fine to medium cracks and few small spalls.

The deck is in good condition. The SIP formwork below the sidewalks typically exhibit light to moderate rust below the sidewalk slab joints with several isolated locations of severe corrosion. Cracked welds were noted between the stringer top flanges and the riveted steel rib and plate deck at several locations throughout (no noticeable sounds or movement observed).

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

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The substructure was noted to be in good condition.

The sign structures (4 total) are in overall satisfactory condition. Sign Structure No. 30051, located 475' west of the main river bridge, exhibits several fine to medium cracks, spalls and delaminated concrete throughout the north foundation and grout pads.

The retaining walls (14 total) are in overall satisfactory condition. Retaining wall No. 30062, (located at the north side of US 22 westbound, west of Bridge No. 304), exhibits areas of severe spalling / scaling.

US ROUTE 22 OVER BROAD STREET, BELVIDERE AND DELAWARE RIVER RAILWAY, DRJTBC MAINTENANCE YARD AND RIVERSIDE WAY (NJ) (STRUCTURE NO. 301)
(5 span, simply supported, riveted steel three girder - floorbeam - stringer system)

The structure is in overall fair condition.

The superstructure is in overall fair condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in overall good condition.

US ROUTE 22 OVER PA ROUTE 611 (PA) (STRUCTURE NO. 302)
(1 span, simply supported, steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall very good condition.

The substructure is in overall good condition.

The deck is in overall very good condition.

The approaches are in overall good condition.

US ROUTE 22 OVER THIRD STREET (PA) (STRUCTURE NO. 303)
(1 span, simply supported, steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall good condition.

The substructure is in overall good condition.

The deck is in overall good condition.

The approaches are in overall good condition.

US ROUTE 22 OVER BANK STREET (PA) (STRUCTURE NO. 304)
(3 span, continuous, steel multi - girder)

The structure is in overall good condition.

The superstructure is in overall good condition.

The substructure is in overall good condition.

The deck is in overall satisfactory condition.

The approaches are in overall good condition.

US ROUTE 22 OVER PEDESTRIAN TUNNEL (PA) (STRUCTURE NO. 305)
(Single cell, reinforced concrete box culvert)

The structure is in overall good condition.

The culvert is in overall good condition.

The roadway above the culvert is in overall 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. Overall the toll plaza is in satisfactory condition.

The bituminous parking lot has been milled and repaved since 2021 and is in very good condition. The water main located in the parking lot was noted to need repeated repairs.

The Administration Building and Maintenance Garage brick and stone façade exhibits areas of distress and displacement of the bricks due to pressure resulting from water intrusion. There are issues with the masonry relieving angles and associated displacement of the brick veneer, which warrant an in-depth inspection. Steel lintels above windows in the Administration Building and Maintenance Garage are rusted with laminations and deteriorated surrounding masonry pointing.

The Tunnel ceiling and concrete beam in the Tunnel hideout area have open cracks and efflorescence.

The underside of the slab plank in the Carpenter Shop of the Maintenance Garage has cracks and spalls.

CONCLUSIONS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

EASTON - PHILLIPSBURG TOLL BRIDGE (STRUCTURE NO. 300)

The structure is in satisfactory condition.

- Items to be included in future repair contract:
  - Remove any loose concrete and repair the spalls in the top of the west abutment backwall. In conjunction with this repair, ensure the new concrete patch eliminates the undermining and restores full bearing for the deck joint support beam.
  - Clean and spot paint the structural steel. In conjunction with this work clean and remove pack rust and complete any related steel repairs.
  - Pressure inject cracks at the east and west abutments.
  - Repoint mortar joints at the east and west abutment slope protection.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

US ROUTE 22 OVER BROAD STREET, BELVIDERE AND DELAWARE RIVER RAILWAY, DRJTBC MAINTENANCE YARD AND RIVERSIDE WAY (NJ) (STRUCTURE NO. 301)

The structure is in overall fair condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs at holes and/or severe section losses at the floorbeams, girders, and stiffeners.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

US ROUTE 22 OVER PA ROUTE 611 (PA) (STRUCTURE NO. 302)

The structure is in overall good condition.

- Items to be included in future repair contract:
  - Replace the Girder 1 bearing pad at the west abutment

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

US ROUTE 22 OVER THIRD STREET (PA) (STRUCTURE NO. 303)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

US ROUTE 22 OVER BANK STREET (PA) (STRUCTURE NO. 304)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

US ROUTE 22 OVER PEDESTRIAN TUNNEL (PA) (STRUCTURE NO. 305)

The structure is in overall good condition.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

EASTON - PHILLIPSBURG TOLL BRIDGE FACILITY AND GROUNDS

- Items to be included in future repair contract:
    - Repair the deteriorated roof membrane on the Administration Building
    - 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
    - Repair the deteriorated underside of the slab plank in the Carpenter Shop of the Maintenance Garage
    - Repair the cracks in the Tunnel ceiling and concrete beam in the Tunnel hideout area
    - Repair/replace the deteriorated Old Salt Shed roof
    - Repair and repoint areas of cracked and deteriorated masonry throughout the buildings
    - Clean and repaint the rusted steel lintel above windows that have corrosion and delamination and repoint masonry as needed at the Administration Building and Maintenance Garage

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Easton-Phillipsburg Toll Bridge

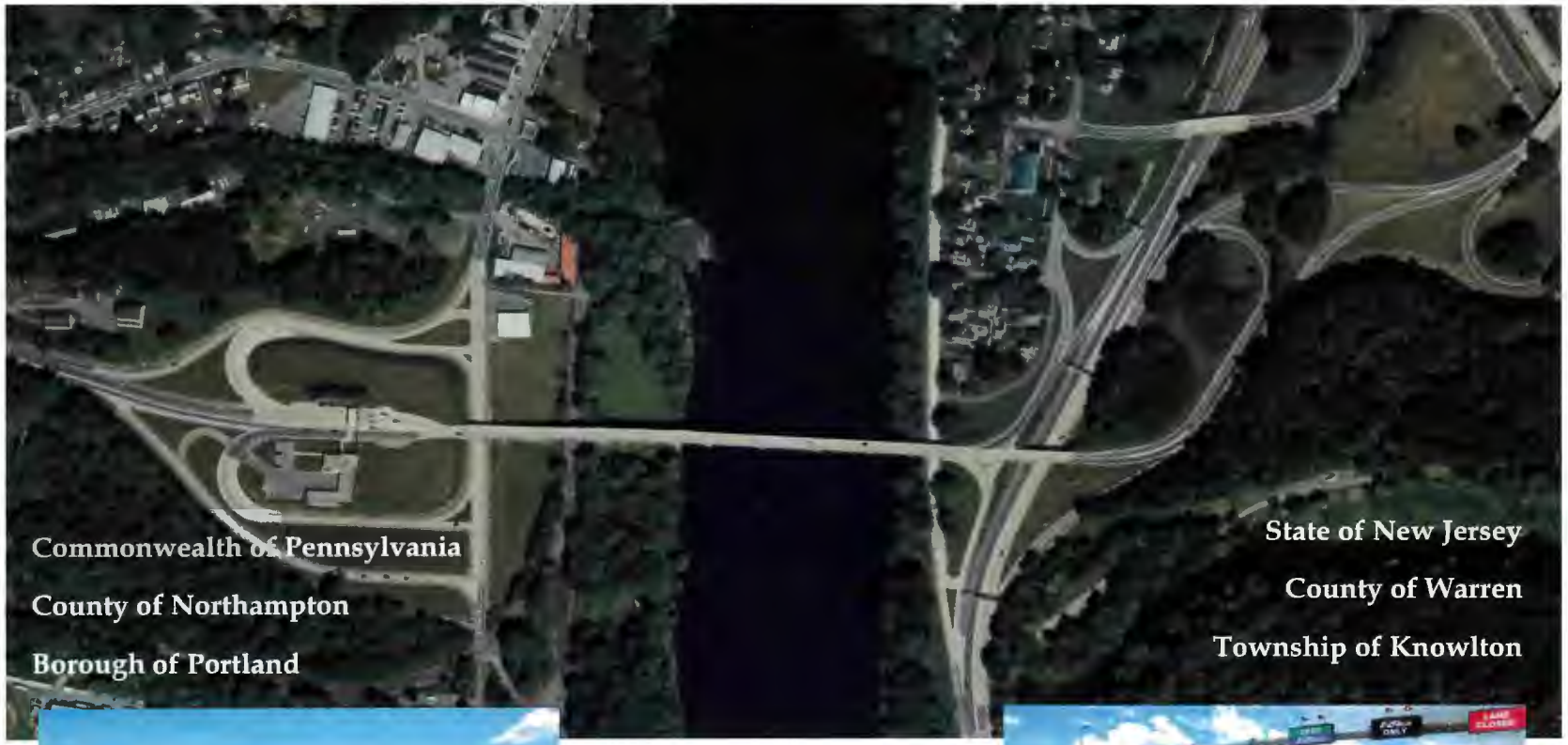
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2014				
809	**E-P TB Broad Street Viaduct Sidewalk Replacement**	*$0*	$266,500	$779,700	**$1,046,200**
	BRIDGES SUB TOTAL	***$0***	**$266,500**	**$779,700**	**$1,046,200**
	Facilities and Grounds				
EPTB	**Unforeseen Projects**	*$0*	$150,000	$150,000	**$300,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$150,000**	**$150,000**	**$300,000**
	TOTAL COST	***$0***	**$416,500**	**$929,700**	**$1,346,200**

PORTLAND - COLUMBIA

TOLL BRIDGE FACILITY

(Structure No. 340)



Delaware River
Joint Toll Bridge
Commission

PORTLAND - COLUMBIA TOLL BRIDGE FACILITY

GENERAL

PORTLAND - COLUMBIA TOLL BRIDGE (STRUCTURE NO. 340)
(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 completed in 2015 under Contract No. T-566A. This contract included 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 application of deck sealant were performed as part of Contract No. T-566A in 2015.

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 Northern Region 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.

In 2016, generator upgrades were completed under Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Portland - Columbia toll plaza. This work included construction of new toll lane slabs with loop detectors.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

The 2023 inspection included the main river bridge, two (2) approach bridges, five (5) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

PORTLAND - COLUMBIA TOLL BRIDGE (STRUCTURE NO. 340)
(10 span, simply supported riveted steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure has been lowered from good to satisfactory condition due to the increase in incipient and open spalls with exposed reinforcement and areas of delaminated concrete throughout the piers and abutments.

The deck is in overall good condition.

The approaches are in overall satisfactory condition.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The underwater components of the substructure were noted to be in good condition.

The sign structures (5 total) are in overall satisfactory condition. Sign structure #34055 exhibits severe collision damage. The painted sign structures were cleaned and repainted under Contract No. T-566A.

NJ ROUTE 94 (CONN FROM PA 611) OVER US ROUTE 46 (NJ) (STRUCTURE NO. 341)
(1 span, riveted steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure has been lowered from good to satisfactory condition due to the increase in spalls with exposed reinforcement and areas of delaminated concrete throughout the abutment breastwalls.

The deck is in overall good condition

The approaches are in good condition.

LOCUST STREET OVER US ROUTE 46 (NJ) (STRUCTURE NO. 342)
(4 span, simply supported steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure is in overall satisfactory condition.

The deck is in overall good condition.

The approaches are in overall 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 buildings show multiple masonry stress cracks. No significant changes were observed to the cracks.

The buildings have spalled bricks and repaired brick sections that do not match the original façade.

The asphalt pavement at the Administration Building and Maintenance Garage is in satisfactory condition. The bituminous pavement has cracks mostly sealed with tar sealant throughout the parking lot.

The asphalt pavement at the Salt Shed and Equipment Storage Shed yard is in satisfactory condition. The pavement has open cracks throughout the yard.

The concrete toll booth islands and areas of the curb and shoulders show moderate deterioration and spalls.

CONCLUSIONS

Based on the findings of the 2023 inspections, the main river bridge and all approach structures are capable of safely supporting all legal loads.

PORTLAND - COLUMBIA TOLL BRIDGE (STRUCTURE NO. 340)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs at locations of severe section loss throughout the superstructure.
  - Remove (grind down) the tack welds throughout the fascia girders.
  - Grind out the cracked weld at the shoulder plate of Bearing 4 in Span 1 at pier 2 and re-weld.
  - Remove pack rust, clean and spot paint the superstructure and bearings.
  - Repair the holed through conduit at the east side of pier 1.
  - Replace/Repair the severely damaged posts on Sign Structure #34055.
  - Remove debris at Piers 5, 7 and 8.
  - Place riprap at vertically exposed portions of the footing at piers 6, 7 and 8.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

NJ ROUTE 94 (CONN FROM PA 611) OVER US ROUTE 46 (NJ) (STRUCTURE NO. 341)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Perform structural steel repairs at lateral gusset plates with section loss at Girder 4.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

LOCUST STREET OVER US ROUTE 46 (NJ) (STRUCTURE NO. 342)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the broken anchor bolts at bearing 1 at the west abutment and bearing 6 at the east abutment.
  - Clean and paint the bearings.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

PORTLAND - COLUMBIA TOLL BRIDGE FACILITY AND GROUNDS

While the facility is being maintained in good condition overall, a detailed life and safety study (A life safety code review consists of conducting a detailed physical inspection to determine if the building is up to code with the current *Fire Protection NEFPA 101 Life and Safety Regulations and other local building codes*, items reviewed include: stairway dimensions, emergency lighting, number and locations of exits, smoke detectors, fire extinguishers, sprinkler systems and other building safety features) should be conducted. This study should be included in a future building upgrade.

- Items to be included in future repair contract:
    - Repair/replace the deteriorated bricks in the Administration Building.
    - Repair the soffit crack on the Administration Building.
    - Repoint the masonry wall and vertical masonry cracks at the front left of the Administration Building.
    - Remove the dead trees across the toll booths.

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	Approach roadways and ramps rehabilitated in 2015				
	BRIDGES SUB TOTAL	***$0***	**$0**	**$0**	**$0**
	Facilities and Grounds				
PCTB	**Unforeseen Projects**	*$0*	$150,000	$150,000	**$300,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$150,000**	**$150,000**	**$300,000**
	TOTAL COST	***$0***	**$150,000**	**$150,000**	**$300,000**

DELAWARE WATER GAP

TOLL BRIDGE FACILITY

(Structure Nos. 380 & 390)

Delaware River
Joint Toll Bridge
Commission

DELAWARE WATER GAP TOLL BRIDGE FACILITY

GENERAL

DELAWARE WATER GAP TOLL BRIDGE (STRUCTURE NO. 380 AND 390)
(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 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.

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.

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.

In 2016, generator upgrades were completed under Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the I-80 Delaware Water Gap toll plaza. This work also included construction of new toll lane slabs with loop detection.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In February 2019, a Scoping/Concept Study for the I-80 westbound Toll Plaza Roadway & NJ Approach Repairs began under Task Order Assignment No. C-702B-6.

In April 2021, rehabilitation of the Westbound Toll Plaza and resurfacing of the NJ Approaches began under Contract No. T-719A. This work was completed in 2022.

The 2023 inspection included the eastbound and westbound main river bridges, seven (7) sign structures, the facility and grounds, and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2023 inspections, the main river bridges are capable of safely supporting all legal loads.

DELAWARE WATER GAP TOLL BRIDGE (EASTBOUND) (STRUCTURE NO. 380)
(17 span, (4 continuous and 13 simply supported), riveted steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure above the waterline is in overall satisfactory condition.

The deck is in overall 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 broken / loose west abutment bin deck joint was repaired following the inspection under Contract No. T-719A.

The approaches are in overall fair condition.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The underwater components of the substructure were noted to be in satisfactory condition due to minor deterioration of the substructure units and exposed footings.

The retaining walls (3 total) are in overall good condition. The walls exhibit a few minor edge spalls and small areas of minor scaling.

DELAWARE WATER GAP TOLL BRIDGE (WESTBOUND) (STRUCTURE NO. 390)
(16 span, (3 continuous and 13 simply supported), riveted steel multi - girder)

The structure is in overall satisfactory condition.

The superstructure is in overall good condition.

The substructure above the waterline is in overall satisfactory condition.

The deck is in overall 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 approaches are in overall fair condition.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The underwater components of the substructure were noted to be in satisfactory condition due to minor deterioration of the substructure units and exposed footings at several piers.

The sign structures (7 total) are in overall good condition. Sign structure #39055, 39056 and 39057 exhibit a few small areas of damaged lettering

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 Administration Building brick façade exhibits areas of bulging bricks which warrant an in-depth inspection.

The buildings have repaired brick sections that do not match the original façade

The westbound west approach slabs approaching the toll booths and in the ORT lane just west of the toll booths show common spalling at slab joints and a few areas of noticeable settlement. Spall formation in the westbound toll plaza slabs is continuing as evidenced by ongoing spall repairs (concrete and asphalt patching). Noticeable settlement was observed at the asphalt pavement in the westbound E-ZPass ORT lane adjacent to PennDOT overhead sign structure, and in the pavement in the vicinity of a drainage inlet in the westbound west approach adjacent to the toll bridge.

CONCLUSIONS

Based on the findings of the 2023 inspections, the main river bridges are capable of safely supporting all legal loads.

DELAWARE WATER GAP TOLL BRIDGE (EASTBOUND) (STRUCTURE NO. 380)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Repair the leaking deck joint at pier 7 and the east abutment bin
  - If no longer needed, remove the span 1 blast plates, else, replace the blast plates
  - Grind out and reweld the cracked deck joint splices at pier 15
  - Place riprap at Piers 8, 9, 10, 11, 12 and 14
  - Remove debris at Piers 3, 8, 9 and 14

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

DELAWARE WATER GAP TOLL BRIDGE (WESTBOUND) (STRUCTURE NO. 390)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Patch the failed spall repairs in the concrete approach slabs and west bin abutment header
  - If no longer needed, remove the span 2 blast plates, else, replace the blast plates
  - Perform structural steel repairs at the locations of significant section loss throughout the superstructure
  - Place riprap at Piers 8, 9, 12 and 13
  - Remove debris at Piers 3, 8, 12 and 13

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

DELAWARE WATER GAP TOLL BRIDGE FACILITY AND GROUNDS

While the facility is being maintained in good condition overall, a detailed life and safety study (A life safety code review consists of conducting a detailed physical inspection to determine if the building is up to code with the current *Fire Protection NEFPA 101 Life and Safety Regulations and other local building codes*, items reviewed include: stairway dimensions, emergency lighting, number and locations of exits, smoke detectors, fire extinguishers, sprinkler systems and other building safety features) should be conducted. This study should be included in a future building upgrade.

- Items to be included in future repair contract:
  - The Administration Building brick façade exhibits areas of bulging bricks. An in-depth inspection with probing should be performed to determine the cause of the bulging bricks. Repoint bricks and replace bowed out areas with new bricks to match the existing façade following the inspection.
  - Repair the scaling on the salt shed walls.
  - Repair the step cracking on the salt shed CMU block wall.

Rehabilitation of the toll plaza slabs should be considered due to continuous spall repairs in the westbound lanes, the settlement of the asphalt pavement in westbound E-ZPass lane adjacent to PENNDOT overhead sign structure and the settlement in the roadway adjacent to the drainage inlet at the westbound lanes of the west approach to the structure. ***(A scoping study is currently underway under Task Order Assignment No. C702B-6.)***

For a list of maintenance repair items, see the *2023 Annual Maintenance Report*.

CAPITAL PLAN ESTIMATED EXPENDITURES

Delaware Water Gap Toll Bridge

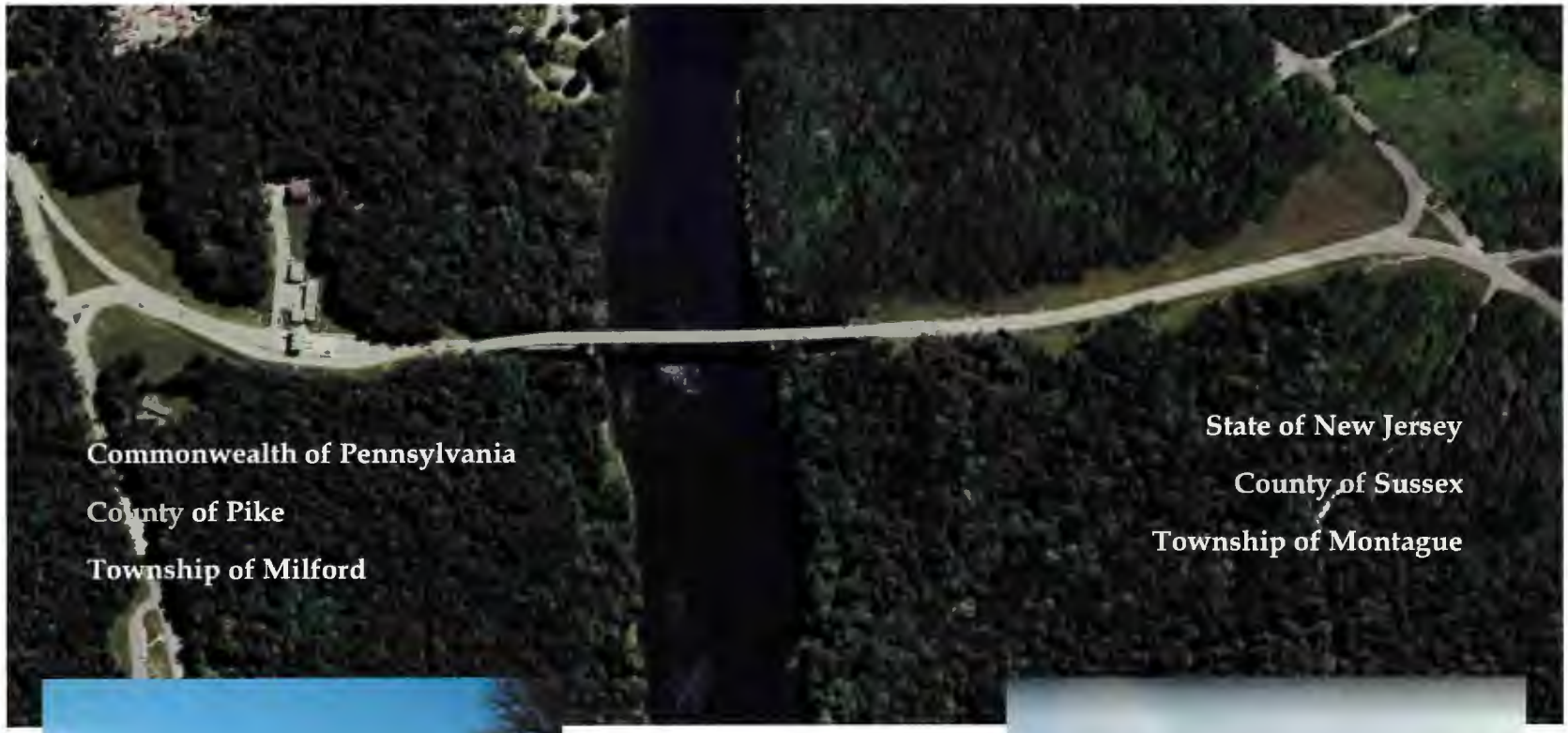
ESTIMATED COST OF RECOMMENDED IMPROVEMENTS
FUNDED BY THE GENERAL RESERVE FUND

Contract No.	Bridge and Roadway Recommended Improvements	*Program Cost*	General Reserve Fund 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2011				
753DWG	**DWG Toll Bridge All Electronic Tolling**	*$0*	$0	$0	**$0**
	BRIDGES SUB TOTAL	***$0***	**$0**	**$0**	**$0**
	Facilities and Grounds				
DWGTB	**Unforeseen Projects**	*$0*	$150,000	$150,000	**$300,000**
794	**DWG Salt Storage Building & Eqnipment Storage Building**	*$0*	$2,860,000	$16,430,000	**$19,290,000**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$3,010,000**	**$16,580,000**	**$19,590,000**
	TOTAL COST	***$0***	**$3,010,000**	**$16,580,000**	**$19,590,000**

MILFORD - MONTAGUE

TOLL BRIDGE FACILITY

(Structure No. 400)



Delaware River
Joint Toll Bridge
Commission

MILFORD - MONTAGUE TOLL BRIDGE FACILITY

GENERAL

MILFORD - MONTAGUE TOLL BRIDGE (STRUCTURE NO. 400)
(4 span, continuous, steel deck truss)

The Milford - Montague Toll Bridge (Structure No. 400) is the northernmost 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 bin 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.

In 2022, resurfacing of the bridge deck wearing surface began under Contract T/TS-734A-6. This work is expected to be completed in 2023.

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.

In 2016, generator upgrades were completed under Contract No. T-514A, District 3 Facilities Emergency Standby Generators Improvement.

In 2017, the Commission completed the transition to a new toll-collection system under Contract No. DB-540A, which included the Milford-Montague toll plaza.

In 2018, the Commission substantially completed Contract No. T-645A – Buildings & Facilities Energy Conservation Measures – Electrical/Lighting and Contract No. T-645B – Buildings & Facilities Energy Conservation Measures – Mechanical/Controls. This work included, but was not limited to, LED lighting replacement, LED street lights, air conditioning replacement, and domestic hot water heater upgrades.

In 2018, the Milford-Montague Toll Bridge Salt Storage Building was completed under Contract No. T-717A. This work included the removal of the existing salt storage building, construction of a new 500 Ton Salt Storage Building, and associated paving, electrical, and lighting.

The 2023 inspection included the main river bridge, the facility and grounds, four (4) sign structures and a sign retro-reflectivity assessment.

SIGNIFICANT FINDINGS

Based on the findings of the 2023 inspections, the main river bridge is capable of safely supporting all legal loads.

MILFORD - MONTAGUE TOLL BRIDGE (STRUCTURE NO. 400)
(4 span, continuous, steel deck truss)

The structure is in overall satisfactory condition.

The superstructure is in overall satisfactory condition.

The substructure above the waterline is in overall satisfactory condition. There are several areas of localized spalling at the ends of the pier seats.

The deck is in good condition. The bituminous deck wearing surface was undergoing active replacement during the 2023 inspection.

The approach roadway is in very good condition. The approach pavement was milled and repaved since the 2021 inspection.

An underwater inspection was performed in 2021 under Contract No. C-750A-2. The underwater components of the substructure were noted to be in good condition.

The four (4) sign structures are overall good condition. However, replacement of the substandard and faded sign panels on all sign structures should be considered, Also, based on the fatigue prone aluminum tri-chord truss construction, complete replacement of Sign Structures #40051 and 40053 (both in PA) is recommended. Sign Structure #40054 (US 206 in NJ) has an exposed power supply line extending the height of the tower.

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 brick façade and parapet wall of the Administration Building exhibit areas of water/moisture intrusion with bowing out bricks at a few locations which warrant a detailed inspection.

The parapet flashing on the administrative building is damaged.

CONCLUSIONS

Based on the findings of the 2023 inspections, the main river bridge is capable of safely supporting all legal loads.

MILFORD - MONTAGUE TOLL BRIDGE (STRUCTURE NO. 400)

The structure is in overall satisfactory condition.

- Items to be included in future repair contract:
  - Place riprap at Pier 2 in front of the exposed footing
  - Remove debris at Pier 2
  - Mill and resurface the bridge deck, including installation of a membrane waterproofing *(repair was ongoing during the 2023 inspection - Project T/TS-734A-6)*
  - Replace substandard sign structure panels at all four (4) sign structures
  - Replace the fatigue prone aluminum tri-chord truss sign structures (#40051 and #40053) at the west approach
  - Replace of the sheared rocker bearing shoulder bolt at the north truss east abutment and south truss at pier 3
  - Repair of the broken deck joint armor splice welds

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

MILFORD - MONTAGUE TOLL BRIDGE FACILITIES AND GROUNDS

While the facility is being maintained in good condition overall, a detailed life and safety study (A life safety code review consists of conducting a detailed physical inspection to determine if the building is up to code with the current *Fire Protection NEFPA 101 Life and Safety Regulations and other local building codes*, items reviewed include: stairway dimensions, emergency lighting, number and locations of exits, smoke detectors, fire extinguishers, sprinkler systems and other building safety features) should be conducted. This study should be included in a future building upgrade.

- Items to be included in future repair contract:
  - The Administration Building brick façade and parapet walls exhibit areas of water/moisture intrusion with areas of bowing out bricks at a few locations. A detailed inspection should be performed to determine the source of intrusion. Following the inspection, repoint the bricks and replace the bowing out sections with new bricks to match existing bricks
  - Replace the damaged parapet flashing on the administrative building roof
  - Install new insulation at multiple locations in the basement room at the administrative building
  - Install new gutter on the metal rood at the storage shed

For a list of maintenance repair items, see the *2023 Annual Maintenance Report.*

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 2025	2026	2 Year Total
	Bridges, Roadways, Sidewalks, and Approaches				
	The bridge was rehabilitated in 2009				
799	**Milford-Montague Toll Bridge Structural Analysis and Repairs**	*$0*	$953,765	$587,665	**$1,541,430**
	BRIDGES SUB TOTAL	***$0***	**$953,765**	**$587,665**	**$1,541,430**
	Facilities and Grounds				
MMTB	**Unforeseen Projects**	*$0*	$150,000	$150,000	**$300,000**
796	**Milford – Montague Toll Bridge Storage Building**	*$0*	$84,525	$320,250	**$404,775**
	FACILITIES AND GROUNDS SUB TOTAL	***$0***	**$234,525**	**$470,250**	**$704,775**
	TOTAL COST	***$0***	**$1,188,290**	**$1,057,915**	**$2,246,205**

VEHICLES AND EQUIPMENT
(2025 - 2026 CAPITAL PLAN)

2025 VEHICLES & EQUIPMENT

SUMMARY BY REGION

	NEW V&E	CARRYOVER	TOTAL
SOUTHERN REGION			
Langhorne Maintenance Facility	$ 355,000	$ -	$ 355,000
Trenton-Morrisville	$ -	$ -	$ -
Scudder Falls	$ 125,000	$ 150,000	$ 275,000
New Hope-Lambertville	$ 855,000	$ -	$ 855,000
Southern Division Toll-Supported	$ -	$ -	$ -
Subtotal	$ 1,335,000	$ 150,000	**$ 1,485,000**
CENTRAL REGION			
Interstate 78	$ 800,000	$ -	$ 800,000
Easton-Phillipsburg	$ 899,000	$ 415,000	$ 1,314,000
Northern Division Toll-Supported	$ -	$ -	$ -
Subtotal	$ 1,699,000	$ 415,000	**$ 2,114,000**
NORTHERN REGION			
Portland-Columbia	$ 50,000	$ -	$ 50,000
Delaware Water Gap	$ 607,000	$ -	$ 607,000
Milford-Montague	$ 50,000	$ -	$ 50,000
Subtotal	$ 707,000	$ -	**$ 707,000**

2025 TOTAL NEW EQUIPMENT	**$ 3,741,000**
***2024 CARRYOVER BUDGET**	**$ 565,000**
TOTAL 2025 EQUIPMENT BUDGET	**$ 4,306,000**

***THREE ITEMS TO BE CARRIED OVER TO 2025 BUDGET**

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
LANGHORNE MAINTENANCE FACILITY

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	*New or Replace*	Estimated Cost
1		Hydraulic Brine Dispenser Tank- (1750 Gallon Capacity)	LH	New	$30,000.00
1		20' Tilt Deckover Style Trailer	LH	New	$20,000.00
1		20' Landscape Style Trailer	LH	New	$15,000.00
1		20' Jet Motor Work Boat (120Hp Jet Outboard)	LH	Replace	$80,000.00
1		Crash Truck with Attenuator and Arrow Board- (Med Duty Chassis 25,000-34,000 GVW- Includes Upfitting & ESS Radio)	LH	New	$210,000.00
				Total New Requests	**$355,000.00**

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	*New or Replace*	*Carryover Amount*
				Total Carry Over	**$0.00**

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
TRENTON - MORRISVILLE TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost
			Total New Requests		$0.00

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
			Total Carry Over		$0.00

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
SCUDDER FALLS TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
1		*Adding funds to V&E# 2018-115-N-01-2024- Med Size Bucket Truck (See previously approved project below to be carried over into 2025 Budget- underfunded by $125K)	SF	N	$125,000.00	$150,000.00	$275,000.00
					Total New Requests		$125,000.00

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
No PO	2018-115-N-01-2024	Med Size Bucket Truck (To replace used unit inherited from NHL)	SF	N	$150,000.00
				Total Carry Over	$150,000.00

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
NEW HOPE - LAMBERTVILLE TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
1		Laneblade (attachment only- to be installed on Maximo Asset #20022)	NHL-PSBS	New	$50,000.00		
1		Zero Turn 48" Mower	NHL	New	$20,000.00		
1		Pickup Style Truck- Extended Cab-(Min 3/4Ton, includes 9' Plow, upfitting, & ESS Radio)	NHL	Replace	$130,000.00		
1		Cone, Brine, TMA Vehicle- (Med Duty Chassis- 33,000Lb GVW- Included upfitting & ESS Radio)	NHL	New	$295,000.00		
1		Backhoe (With trench bucket, forks, & 1.3yd bucket)	NHL	New	$200,000.00		
1		Sewer Jet Machine (To be shared in Southern Region)	NHL	Replace	$120,000.00		
1		Portable Air Compressor	NHL	Replace	$40,000.00		
				Total New Requests	**$855,000.00**		

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
				Total Carry Over	**$0.00**

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
INTERSTATE 78 TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
1		Van Style Vehicle- w/ articulating boom/ bucket (Includes upfitting & ESS Radio)	I-78-ESS	New	$160,000.00		
1		Severe Duty Tandem Axle Cab & Chassis w/ Wing Plow (66,000lb GVW Chassis- includes upfitting & ESS Radio)	I-78	Replace	$490,000.00		
1		Attenuator Unit (To be installed on existing Mack Truck- Maximo Asset #20005)	I-78	New	$80,000.00		
1		Tractor with Cab & Rear Flail Cutting Deck	I-78	Replace	$60,000.00		
1		Upgrades to 2010 Bucket Vehicle- (Replacement of hoses, wire and hose insulation, rubber items, etc.- Maximo Asset #15095) Rehabilitation will extend the vehicle a minimun of five years,	I-78	New	$10,000.00		
				Total New Requests	$800,000.00		

*Requesting additional Capital to add to previously approved Equipment

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
				Total Carry Over	$0.00

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
EASTON - PHILLIPSBURG TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
1		Laneblade (attachment only- to be installed on Maximo Asset #20006)	EP-PSBS	Replace	$50,000.00		
1		36" Snow Broom	EP	Replace	$7,000.00		
1		36" Snow Broom	EP	Replace	$7,000.00		
1		Pickup Style Truck- Extended Cab, Long Bed, Plow & Spreader (1Ton vehicle- includes upfitting & ESS Radio)	EP	Replace	$150,000.00		
1		Pickup Style Truck- Extended Cab, Long Bed, Plow & Spreader (1Ton vehicle-includes upfitting & ESS Radio)	EP	Replace	$150,000.00		
1		Sewer Jet Machine (To be shared in Central Region)	EP	Replace	$120,000.00		
1		Snow Machine with Plow, Spreader and Snow Blower	EP	New	$50,000.00		
1		Sweeper Machine (To be shared in Central Region)	EP	New	$350,000.00		
1		Attachments for Tractor- Snow Blower, Mower deck, Plow, Bagger, & Rotary Broom (Maximo Asset #20052- To be transferred to EP Facility from MM Facility)	EP	New	$15,000.00		
					Total New Requests	**$899,000.00**	

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
PO Issued	2023-220-R-01-2024	Ford F-750 Dump vehicle w/10" plow, stainless spreader,	EP	R	$225,000.00
PO Issued	2022-220-R-02-2024	Aerial Lift Van, Insulated Boom	EP	R	$190,000.00
				Total Carry Over	**$415,000.00**

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
PORTLAND - COLUMBIA TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
1		Laneblade (attachment only- to be installed on existing Patrol vehicle Maximo Asset #20010)	PC-PSBS	New	$50,000.00		
				Total New Requests	$50,000.00		

*Requesting additional Capital to add to previously approved Equipment

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
				Total Carry Over	$0.00

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
DELAWARE WATER GAP TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
1		Sewer Jet Machine (To be shared in Northern Region)	DWG	Replace	$120,000.00		
1		Electric Welder	DWG	Replace	$10,000.00		
1		Pickup Liftgate (For existing vehicle- Maximo Asset #20076)	DWG	Replace	$10,000.00		
1		Arrow Board Trailer	DWG	Replace	$12,000.00		
1		Severe Duty Single Axle Cab & Chassis w/ Wing Plow (43,000 GVW- includes upfitting & ESS Radio)	DWG	New	$455,000.00		
					Total New Requests	$607,000.00	

**Requesting additional Capital to add to previously approved Equipment*

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
				Total Carry Over	$0.00

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
MILFORD - MONTAGUE TOLL BRIDGE

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
1		Laneblade (attachment only- to be installed on existing Patrol Vehicle Maximo Asset #20158)	MM-PSBS	New	$50,000.00		
				Total New Requests	$50,000.00		

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
				Total Carry Over	$0.00

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
SOUTHERN DIVISION TOLL SUPPORTED BRIDGES

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
				Total New Requests	$0.00		

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
			Total Carry Over		$0.00

2025 - 2026 CAPITAL PLAN VEHICLES & EQUIPMENT
NORTHERN DIVISION TOLL SUPPORTED BRIDGES

NEW REQUESTS

Quantity	V&E Item No.	Description	Location	New or Replace	Estimated Cost	Previously Approved Amount	Total Cost
				Total New Requests	$0.00		

PREVIOUSLY APPROVED CARRY OVER VEHICLES & EQUIPMENT

Status	V&E Item No.	Description	Location	New or Replace	Carryover Amount
				Total Carry Over	$0.00

ESTIMATED EXPENDITURES
(2025 - 2026 CAPITAL PLAN)

Delaware River
Joint Toll Bridge
Commission

CAPITAL PLAN ESTIMATED EXPENDITURES

	2025	2026	2 YR. TOTAL
Toll Bridge Facilities	$59,683,297	$33,757,213	$93,440,511
Toll-Supported Bridge Facilities	$55,990,183	$6,096,230	$62,086,413
Commission Initiatives & System-Wide Projects	$77,683,552	$31,268,279	$108,951,831
Subtotal	***$193,357,032***	***$71,121,722***	***$264,478,755***

VEHICLE / EQUIPMENT GROSS PURCHASES

	2025	2026	2 YR. TOTAL
Vehicles and Equipment	$4,306,000	$4,000,000	$8,306,000
Subtotal	***$4,306,000***	***$4,000,000***	***$8,306,000***

	2025	2026	2 YR. TOTAL
TOTAL 2025 - 2026 CAPITAL PLAN	***$197,663,032***	***$75,121,722***	***$272,784,755***

Delaware River Joint Toll Bridge Commission

TOLL BRIDGES	***2025***	***2026***	***2 YR. TOTAL***
Langhorne	$341,598	$150,000	$491,598
Trenton-Morrisville	$30,122,489	$11,345,540	$41,468,030
Scudder Falls	$8,597,570	$234,154	$8,831,724
New Hope-Lambertville	$9,372,517	$3,055,404	$12,427,920
Interstate 78	$6,484,334	$254,500	$6,738,834
Easton-Phillipsburg	$416,500	$929,700	$1,346,200
Portland-Columbia	$150,000	$150,000	$300,000
Delaware Water Gap	$3,010,000	$16,580,000	$19,590,000
Milford-Montague	$1,188,290	$1,057,915	$2,246,205
Subtotal	***$59,683,297***	***$33,757,213***	***$93,440,511***

TOLL-SUPPORTED BRIDGES	***2025***	***2026***	***2 YR. TOTAL***
Lower Trenton	$653,250	$3,561,750	$4,215,000
Calhoun Street	$236,378	$50,000	$286,378
Washington Crossing	$6,039,383	$1,370,230	$7,409,612
New Hope-Lambertville	$13,554,412	$50,000	$13,604,412
Centre Bridge-Stockton	$513,697	$50,000	$563,697
Lumberville-Raven Rock	$4,200,237	$50,000	$4,250,237
Uhlerstown-Frenchtown	$30,398,179	$50,000	$30,448,179
Upper Black Eddy-Milford	$50,000	$426,000	$476,000
Riegelsville	$50,000	$50,000	$100,000
Northampton Street	$89,350	$50,000	$139,350
Riverton-Belvidere	$155,298	$338,250	$493,548
Portland-Columbia	$50,000	$50,000	$100,000
Subtotal	***$55,990,183***	***$6,096,230***	***$62,086,413***

	2025	***2026***	***2 YR. TOTAL***
COMMISSION INITIATIVES & SYSTEM-WIDE PROJECTS	***$77,683,552***	***$31,268,279***	***$108,951,831***
VEHICLES & EQUIPMENT	***$4,306,000***	***$4,000,000***	***$8,306,000***
TOTAL	***$197,663,032***	***$75,121,722***	***$272,784,755***

Delaware River
Joint Toll Bridge
Commission

BRIDGES, ROADWAYS, SIDEWALKS, & APPROACHES SUMMARY

SOUTHERN REGION	***2025***	***2026***	***2 YR. TOTAL***
Langhorne	$191,599	$0	$191,599
Trenton-Morrisville Toll Bridge	$4,643,152	$11,195,540	$15,838,692
Lower Trenton Toll-Supported Bridge	$288,250	$2,394,250	$2,682,500
Calhoun Street Toll-Supported Bridge	$186,378	$0	$186,378
Scudder Falls Toll Bridge	$8,447,570	$84,154	$8,531,724
Washington Crossing Toll-Supported Bridge	$5,746,954	$1,320,230	$7,067,184
New Hope-Lambertville Toll-Supported Bridge	$13,504,412	$0	$13,504,412
New Hope Lambertville Toll Bridge	$8,547,343	$2,905,404	$11,452,747
Centre Bridge-Stockton Toll-Supported Bridge	$463,697	$0	$463,697
Lumberville-Raven Rock Toll-Supported Bridge	$4,150,237	$0	$4,150,237
Southern Region Total	***$46,169,591***	***$17,899,578***	***$64,069,170***

CENTRAL REGION	***2025***	***2026***	***2 YR. TOTAL***
Uhlerstown-Frenchtown Toll-Supported Bridge	$30,348,179	$0	$30,348,179
Upper Black Eddy-Milford Toll-Supported Bridge	$0	$376,000	$376,000
Riegelsville Toll-Supported Bridge	$0	$0	$0
Interstate 78 Toll Bridge	$6,184,334	$104,500	$6,288,834
Northampton Street Toll-Supported Bridge	$39,350	$0	$39,350
Easton-Phillipsburg Toll Bridge	$266,500	$779,700	$1,046,200
Riverton-Belvidere Toll-Supported Bridge	$0	$288,250	$288,250
Central Region Total	***$36,838,362***	***$1,548,450***	***$38,386,812***

NORTHERN REGION	***2025***	***2026***	***2 YR. TOTAL***
Portland-Columbia Toll Bridge	$0	$0	$0
Portland-Columbia Toll-Supported	$0	$0	$0
Delaware Water Gap Toll Bridge	$0	$0	$0
Milford-Montague Toll Bridge	$953,765	$587,665	$1,541,430
Northern Region Total	***$953,765***	***$587,665***	***$1,541,430***

	2025	***2026***	***2 YR. TOTAL***
BRIDGES, ROADWAYS, SIDEWALKS & APPROACHES TOTAL	***$83,961,719***	***$20,035,693***	***$103,997,412***

Delaware River
Joint Toll Bridge
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FACILITIES AND GROUNDS SUMMARY

SOUTHERN REGION	***2025***	***2026***	***2 YR. TOTAL***
Langhorne	$150,000	$150,000	$300,000
Trenton-Morrisville Toll Bridge	$25,479,337	$150,000	$25,629,337
Lower Trenton Toll-Supported Bridge	$365,000	$1,167,500	$1,532,500
Calhoun Street Toll-Supported Bridge	$50,000	$50,000	$100,000
Scudder Falls Toll Bridge	$150,000	$150,000	$300,000
Washington Crossing Toll-Supported Bridge	$292,428	$50,000	$342,428
New Hope-Lambertville Toll-Supported Bridge	$50,000	$50,000	$100,000
New Hope Lambertville Toll Bridge	$825,173	$150,000	$975,173
Centre Bridge-Stockton Toll-Supported Bridge	$50,000	$50,000	$100,000
Lumberville-Raven Rock Toll-Supported Bridge	$50,000	$50,000	$100,000
Southern Region Total	***$27,461,939***	***$2,017,500***	***$29,479,439***

CENTRAL REGION	***2025***	***2026***	***2 YR. TOTAL***
Uhlerstown-Frenchtown Toll-Supported Bridge	$50,000	$50,000	$100,000
Upper Black Eddy-Milford Toll-Supported Bridge	$50,000	$50,000	$100,000
Riegelsville Toll-Supported Bridge	$50,000	$50,000	$100,000
Interstate 78 Toll Bridge	$300,000	$150,000	$450,000
Northampton Street Toll-Supported Bridge	$50,000	$50,000	$100,000
Easton-Phillipsburg Toll Bridge	$150,000	$150,000	$300,000
Riverton-Belvidere Toll-Supported Bridge	$155,298	$50,000	$205,298
Central Region Total	***$805,298***	***$550,000***	***$1,355,298***

NORTHERN REGION	***2025***	***2026***	***2 YR. TOTAL***
Portland-Columbia Toll Bridge	$150,000	$150,000	$300,000
Portland-Columbia Toll-Supported Bridge	$50,000	$50,000	$100,000
Delaware Water Gap Toll Bridge	$3,010,000	$16,580,000	$19,590,000
Milford-Montague Toll Bridge	$234,525	$470,250	$704,775
Northern Region Total	***$3,444,525***	***$17,250,250***	***$20,694,775***

	2025	***2026***	***2 YR. TOTAL***
FACILITIES AND GROUNDS TOTAL	***$31,711,762***	***$19,817,750***	***$51,529,512***

Delaware River
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Commission

VEHICLES & EQUIPMENT PURCHASES

2025 NEW VEHICLE & EQUIPMENT PURCHASES

Facility	Estimated Purchase Price of New Units
Langhorne	$355,000
Trenton-Morrisville	0
Scudder Falls	$125,000
New Hope-Lambertville	$855,000
Interstate Route 78	$800,000
Easton-Phillipsburg	$899,000
Portland-Columbia	$50,000
Delaware Water Gap	$607,000
Milford-Montague	$50,000
Southern Division - Toll-Supported Bridges	$0
Northern Division - Toll-Supported Bridges	$0
TOTAL 2025 NEW VEHICLE & EQUIPMENT PURCHASES	**$3,741,000**
TOTAL 2025 CARRYOVER VEHICLE & EQUIPMENT PURCHASES	**$565,000**
TOTAL 2025 VEHICLE & EQUIPMENT PURCHASES	**$4,306,000**
ESTIMATED 2026 GROSS VEHICLE & EQUIPMENT PURCHASES*	***$4,000,000***

**The 2025 V & E purchases above are based upon approved vehicle purchases from the Fleet Manager & Dep. Ex. Director of Operations. The 2026 V & E purchases of $4.0M above are estimates of anticipated replacements cost of new items for 2026.*

SCHEDULE OF INSURANCE

SCHEDULE OF INSURANCE

I. CURRENT SCHEDULE OF INSURANCE (2025)

The Delaware River Joint Toll Bridge Commission currently has in effect the following principle types and amounts of insurance coverage. This list may not be all inclusive, but provides the more significant coverages.

A. General Liability

$	4,000,000	General Aggregate Limit
$	4,000,000	Products/Completed Operations Aggregate Limit
$	2,000,000	Personal/Advertising Injury Limit
$	2,000,000	Each Occurrence Limit
$	1,000,000	Damage to Premises Rented to You
$	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 aggregate limits apply per each location to the bridges. The each occurrence aggregate limit applies to the other locations.
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 55ft), Products Liability and Extended Bodily Injury Liability.

B. Commercial Automobile Liability

$	2,000,000	Bodily Injury/Property Damage Combined Single Limit, Each Accident
$	35,000	Uninsured/Underinsured Motorist Coverage (PA)
$	75,000	Uninsured/Underinsured Motorist Coverage (NJ)
$	100,000	Garagekeepers Liability
$	5,000	Medical Payments
$	250,000	Hired Car Physical Damage Coverage
ACV or Cost of Repair		Comprehensive & Collision (Stated Amount)

Deductible on Comprehensive and Collision

$	1,000	Private Passenger Vehicles, Light Trucks, Law Enforcement (Patrol) Vehicles
$	3,000	Medium Trucks
$	5,000	Heavy Trucks, Extra Heavy Trucks
$	15,000	Vehicles Valued Over $200,000

C. Umbrella Liability

$	5,000,000	Each Occurrence, Annual Aggregate

There are five excess umbrella policies with a $45,000,000 total limit. The total coverage of $50,000,000 is inclusive of all Bridges, Vehicles, and Operations Liability.

D. Building & Contents Insurance

$	168,839,719	Blanket Limit
$	5,000,000	Business Interruption & Extra Expense
$	250,000	Debris Removal, Additional Expense
$	1,000,000	Off Premise Utility Interruption
$	Included	Fire Department Service Charge
$	5,000,000	Flood (Buildings: 1-2; 4-36; 41-43; 48-49)* (excludes Flood Zones A or V)
$	2,500,000	Flood (Buildings: 39) (excludes Flood Zones A or V)
$	10,000,000	Earthquake
$	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 Signs (various sublimits apply).

*The current Building Schedule does not include a Building 3, 38, and 45. Those buildings were demolished.

Boiler & Machinery Coverage is insured under a separate policy.

E. Equipment Floater Limits (Separate from Building Policy)

$	8,609,052	Specific Limits Apply Per Schedule
$	90,000	Miscellaneous Unscheduled Tools, limited to $2,500 per item
$	50,000	Leased/Rented Equipment – per item
$	5,000	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 - 1% of the value of the structure (bridge is separate structure from approach as scheduled) subject to a minimum of $50,000, and 14 day Waiting period for Loss of Revenue.

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 –.

G. Public Officials / Employment Practices Liability

$	5,000,000	Each Loss
$	5,000,000	Aggregate

Retention

$	0	Non-Indemnifiable Loss
$	50,000	Corporate Reimbursement and Organization Coverage
$	150,000	Employment Practices Liability Coverage

Three excess policies provide additional $15,000,000 Per Claim/Annual Aggregate

H. Workers Compensation and Employers Liability Coverage

Workers Compensation – Statutory Limits

Employers Liability

$	1,000,000	Each Accident	Bodily Injury, $250,000 deductible
$	1,000,000	Policy Limit by Disease	Bodily Injury, $250,000 deductible
$	1,000,000	Each Employee by Disease	Bodily Injury, $250,000 deductible

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

L. Cyber Liability

$ 5,000,000 Policy Aggregate Limit

Retention
$ 100,000 Each and Every Loss

Coverage includes item such as: Business Interruption (security breach or system failure), Cyber Extortion, Data Recovery, and other liabilities for Data/Network, Regulatory Defense, Payment Card, Cyber Crime, and Media.

M. Drone Coverage

$ 1,000,000 Liability Each Occurrence

10% of Drone Value Physical Damage Deductible

II. INSURANCE REQUIREMENTS FOR 2025

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 all Toll-Supported Bridges. The full replacement costs are reviewed annually and updated accordingly to follow current inflation and construction costs.

Pickering, Corts & Summerson, Inc. 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 2025 Estimated Replacement Costs for the twenty (20) Toll and Toll-Supported Bridges and their approach structures are listed below:

TOLL FACILITY STRUCTURES	BRIDGE	APPROACH
Trenton-Morrisville	$69,300,000	$34,400,000
Scudder Falls	$205,800,000	$20,800,000
New Hope-Lambertville	$68,200,000	$15,000,000
Interstate Route 78	$80,200,000	$54,400,000
Easton-Phillipsburg	$27,800,000	$20,200,000
Portland-Columbia	$28,400,000	$ 5,900,000
Delaware Water Gap	$111,700,000	$ 0
Milford-Montague	$26,600,000	$ 0
SUBTOTALS	*$618,000,000*	*$150,700,000*

SCHEDULE OF INSURANCE

TOLL-SUPPORTED FACILITY STRUCTURES	**BRIDGE**	**APPROACH**
Lower Trenton	$28,500,000	$ 0
Calhoun Street	$16,900,000	$ 0
Washington Crossing	$ 8,800,000	$ 0
New Hope-Lambertville	$40,900,000	$ 0
Centre Bridge-Stockton	$11,700,000	$ 1,000,000
Lumberville-Raven Rock *	$ 4,000,000	$ 0
Uhlerstown-Frenchtown	$11,200,000	$ 0
Upper Black Eddy-Milford	$10,000,000	$ 0
Riegelsville	$ 6,400,000	$ 0
Northampton Street	$27,300,000	$ 0
Riverton-Belvidere	$ 7,400,000	$ 0
Portland-Columbia *	$ 5,500,000	$ 0
SUBTOTALS	*$178,600,000*	*$ 1,000,000*

*Pedestrian Bridge

Total Replacement Cost (All Bridges) for 2025 = $ 948,300,000

USE AND OCCUPANCY INSURANCE

The Commission currently maintains Use and Occupancy Insurance for all of its eight (8) Toll Facilities. The anticipated 2025 revenues presented below are based on the Traffic Engineer's preliminary 2025 toll traffic and revenue forecast. The projection reflects 2.66% increase in commercial vehicle traffic, 0.2% decrease in passenger vehicle traffic, and 93% overall toll collection rate projected for fiscal year 2025.

TOLL FACILITY	2025 ANTICIPATED REVENUE
Net Total Toll Revenue	$ 192,143,215.00
Interest Income	$ 11,370,630.00
Other Income	$ 3,750,370.00
(TOTAL PROJECTED REVENUE - 2025)	**$ 207,264,215.00**

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.

PUBLIC LIABILITY – PROPERTY DAMAGE – BODILY INJURY

Public Liability, Bodily Injury, and Property Damage are maintained by the Commission under its General Liability and Auto Liability insurance coverage, which provides a maximum coverage of $2,000,000 per occurrence. In addition the Commission carries $50,000,000 maximum coverage in Excess Liability Insurance on all Bridges, Vehicles and Operations and $500,000 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 $168,839,219. 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 2025 are as follows:

LOCATION	2025 ESTIMATED REPLACEMENT VALUE	
Trenton-Morrisville	$	40,067,000
Scudder Falls	$	23,643,000
New Hope-Lambertville	$	16,541,000
Interstate 78	$	14,074,000
Easton-Phillipsburg	$	13,233,000
Portland-Columbia	$	7,152,000
Delaware Water Gap	$	10,167,000
Milford-Montague	$	5,808,000
Langhorne	$	26,000,000
Riverton-Belvidere (Storage Shed)	$	260,000
New Hope-Lambertville Toll-Supported (Garage)	$	1,083,000
13 Toll-Supported Bridge Officer Shelters	$	693,000
TOTAL	**$**	**158,721,000**

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 $20 million Public Officials Liability insurance including excess coverage.

III. CONCLUSIONS AND RECOMMENDATIONS FOR 2025

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 2025 anticipated revenues in conformance with the Bridge System Revenue Bond Resolutions.

- The Blanket Building and Contents Insurance should be adjusted as necessary to reflect the 2025 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

EXCELLENT - New bridge.

VERY GOOD - No problems noted.

GOOD - Some minor problems.

SATISFACTORY - Some minor deterioration of structural elements.

FAIR - Minor section loss, deterioration, spalling and/or scour of primary structural elements.

POOR - Advanced section loss, deterioration, spalling and/or scour of primary structural elements.

SERIOUS - Seriously deteriorated primary structural elements.

CRITICAL - Facility should be closed until repairs are performed.

IMMENENT FAILURE - Facility is closed. Study of repairs is feasible.

FAILED - 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. ***(Due to recent Federal changes, this category is no longer being tracked and reported,)***

STRUCTURALLY DEFICIENT A highway bridge is classified as structurally deficient if the deck, superstructure or substructure is rated in "poor" condition. ***(Due to recent Federal changes to the definition, a bridge is no longer classified as structurally deficient based on load carrying capacity or waterway opening,)***

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
(62 Structures)

Bridge Name	DRJTBC Bridge ID Number	Structure Type	Municipality		Structurally Deficient	Functionally Obsolete	No. Of Spans	Structure Length (FT - IN)
			PA	NJ				
Trenton-Morrisville Toll Bridge	**20**	**Steel Multi-Girder**	**Morrisville Boro**	**Trenton City**	**No**	**No**	**12**	**1324'-6"**
Washington Street Overpass (Pa)	28	Steel Multi-Girder		-	No	No	1	56'-9"
South Pennsylvania Avenue Overpass (Pa)	29	Steel Multi-Girder		-	No	Yes	1	67'-7"
Ramp 'IY' Overpass (NJ)	23	Steel Multi-Girder	-		No	No	3	137'-2"
Union Street Overpass (NJ)	25	Steel Multi-Girder	-		No	No	1	78'-8 1/4"
Ramp "N" Over Union Street (NJ)	30	Steel Multi-Girder	-		No	No	2	183'-2"
Centre Street Underpass (NJ)	26	P/S Concrete Girder	-		No	Yes	3	172'-0"
Broad Street Underpass (NJ)	27	Riveted Steel Plate Girder	-		No	Yes	1	95'-3"
Ramp 'N' Overpass (NJ)	22	Steel Multi-Girder	-		No	No	1	82'-0"
Route 29 Overpass (NJ)	21	Steel Multi-Girder	-		No	Yes	1	81'-1"
Ramp 'Y' Overpass (Long Ramp) (NJ)	24	P/S Concrete Spread Box Beams	-		No	Yes	3	118'-0"
Ramp "C" Over Route 29 (NJ)	31	Steel Multi-Girder	-		No	No	4	286'-0"
Lower Trenton Toll-Supported Bridge	**40**	**Subdivided Warren Truss**	**Morrisville Boro**	**Trenton City**	**No**	**No**	**5**	**1021'-7"**
Calhoun Street Toll-Supported Bridge	**60**	**Iron Phoenix Truss**	**Morrisville Boro**	**Trenton City**	**No**	**Yes**	**7**	**1273'-3"**
Scudder Falls Toll Bridge WB	**80**	**Riveted Steel 2 Girder/Floorbeam/Stringer**	**Lower Makefield Twp**	**Ewing Twp**	**No**	**No**	**7**	**1834'-0"**
Scudder Falls Toll Bridge EB	**85**	**Riveted Steel 2 Girder/Floorbeam/Stringer**	**Lower Makefield Twp**	**Ewing Twp**	**No**	**No**	**7**	**1834'-0"**
PA Canal Overpass WB (Pa)	81	P/S Concrete Girder		-	No	No	1	117'-0"
PA Canal Overpass EB (Pa)	82	P/S Concrete Girder		-	No	No	1	117'-0"
Taylorsville Road Overpass WB (Pa)	83	Steel Multi-Girder		-	No	No	1	107'-9"
Taylorsville Road Overpass EB (Pa)	84	Steel Multi-Girder		-	No	No	1	107'-9"
SF Shared-Use Path PA Canal Bridge	87	Steel Through Truss		-	No	No	1	70'-2"
PA SF Shared-Use Path Bridge	88	Steel Multi-Girder		-	No	No	5	355'-9"
NJ SF Shared-Use Path Bridge	89	Steel Multi-Girder		-	No	No	3	269'-11"
Washington Crossing Toll-Supported Bridge	**100**	**Double Warren Truss**	**Upper Makefield Twp**	**Hopewell Twp**	**No**	**Yes**	**6**	**876'-7"**
New Hope-Lambertville Toll-Supported Bridge	**120**	**Pratt Truss**	**New Hope Boro**	**Lambertville City**	**No**	**Yes**	**6**	**1055'-9"**
New Hope-Lambertville Toll Bridge	**140**	**Steel 2 Girder/Floorbeam/Stringer**	**Solebury Twp**	**Delaware Twp**	**No**	**No**	**10**	**1690'-0"**
Route 29 Overpass (NJ)	142	Concrete Rigid Frame		-	No	No	1	93'-0"
Route 32 Overpass (Pa)	141	Steel Multi-Girder	-		No	No	3	187'-0"
Centre Bridge-Stockton Toll-Supported Bridge	**160**	**Riveted Steel Warren Truss**	**Solebury Twp**	**Stockton Boro**	**No**	**Yes**	**6**	**824'-10"**
Pennsylvania Canal Bridge (Pa)	161	P/S Concrete Adjacent Box Beams		-	No	Yes	1	67'-0"
Lumberville - Raven Rock Pedestrian Bridge	**180**	**Suspension**	**Solebury Twp**	**Delaware Twp**	**N/A**	**N/A**	**4**	**692'-3"**
Uhlerstown-Frenchtown Toll-Supported Bridge	**220**	**Riveted Steel Warren Truss**	**Tinicum Twp**	**Frenchtown Boro**	**No**	**Yes**	**6**	**950'-10"**
Upper Black Eddy Toll-Supported Bridge	**240**	**Warren Truss**	**Bridgeton Twp**	**Milford Boro**	**No**	**Yes**	**3**	**699'-9 1/4"**
Riegelsville Toll-Supported Bridge	**260**	**Suspension**	**Durham Twp**	**Pohatcong Twp**	**No**	**Yes**	**3**	**580'-10"**

DRJTBC Bridge List
(62 Structures)

Bridge Name	DRJTBC Bridge ID Number	Structure Type	Municipality		Structurally Deficient	Functionally Obsolete	No. Of Spans	Structure Length (FT - IN)
			PA	NJ				
I-78 Toll Bridge Westbound	**275**	**Steel Multi-Girder**	**Williams Twp**	**Phillipsburg Town**	**No**	**No**	**7**	**1226'-0"**
I-78 Toll Bridge Eastbound	**270**	**Steel Multi-Girder**	**Williams Twp**	**Phillipsburg Town**	**No**	**No**	**7**	**1226'-0"**
Morgan Hill Road Overpass (Pa)	273	P/S Concrete Spread Box Beams		-	No	No	2	214'-0"
Cedarville Road Overpass (Pa)	274	P/S Concrete I-Beams		-	No	No	4	314'-0"
I-78 WB Over PA 611 (Pa)	276	P/S Concrete Spread Box Beams		-	No	No	3	201'-6"
I-78 EB Over PA 611 (Pa)	277	P/S Concrete Spread Box Beams		-	No	No	3	203'-9"
Carpentersville Road Overpass (Pa)	278	Steel Multi-Girder	-		No	No	2	207'-0"
Edge Road Overpass (NJ)	279	Steel Multi-Girder	-		No	No	2	276'-0"
I 78 WB Over CR 519 (NJ)	271	Steel Multi-Girder	-		No	No	2	237'-10"
I-78 EB Over CR 519 (NJ)	281	Steel Multi-Girder	-		No	No	2	236'-5"
I-78 WB Over Ramp C (NJ)	282	Steel Multi-Girder	-		No	No	1	112'-6"
I-78 EB Over Ramp C (NJ)	283	Steel Multi-Girder	-		No	No	1	116'-11"
Service Road Overpass (Pa)	272	P/S Concrete Adjacent Box Beams		-	N/A	N/A	1	47'-0"
Northampton Street Toll-Supported Bridge	**280**	**Cantilever Truss**	**Easton City**	**Phillipsburg Town**	**No**	**Yes**	**3**	**556'-0"**
Easton-Phillipsburg Toll Bridge	**300**	**Petit Thru-Truss**	**Easton City**	**Phillipsburg Town**	**No**	**Yes**	**1**	**543'-8"**
Broad Street Viaduct (NJ)	301	Riveted Steel 3 Girder/Floorbeam/Stringer	-		No	Yes	5	431'-4"
Third Street Overpass (Pa)	303	Steel Multi-Girder		-	No	Yes	1	86'-0"
Pedestrian Tunnel (Pa)	305	Reinforced Concrete Box Culvert		-	N/A	N/A	1	10'-0"
Bank Street Overpass (Pa)	304	Steel Multi-Girder		-	No	Yes	3	123'-7"
Route 611 Overpass (Pa)	302	Steel Multi-Girder		-	No	Yes	1	43'-4"
Riverton-Belvidere Toll-Supported Bridge	**320**	**Riveted Steel Double Warren Truss**	**Lower Mount Bethel Twp**	**Belvidere Town**	**No**	**Yes**	**4**	**652'-5"**
Portland-Columbia Toll Bridge	**340**	**Riveted Steel Multi-Girder**	**Portland Boro**	**Knowlton Twp**	**No**	**No**	**10**	**1309'-0"**
Route 46 Overpass (NJ)	341	Riveted Steel Multi-Girder	-		No	Yes	1	100'-1"
Locust Street Overpass (NJ)	342	Steel Multi-Girder	-		No	No	4	173'-0"
Portland-Columbia Pedestrian Bridge	**360**	**Steel Thru-Deck Girder**	**Portland Boro**	**Knowlton Twp**	**N/A**	**N/A**	**4**	**774'-0"**
Delaware Water Gap Toll Bridge WB	**380**	**Riveted Steel Multi-Girder**	**Delware Water Gap Boro**	**Hardwick Twp**	**No**	**Yes**	**17**	**2466'-10"**
Delaware Water Gap Toll Bridge EB	**390**	**Riveted Steel Multi-Girder**	**Delware Water Gap Boro**	**Hardwick Twp**	**No**	**Yes**	**16**	**2402'-6"**
Milford-Montague Toll Bridge	**400**	**Steel Deck Truss**	**Dingman Twp**	**Montague Twp**	**No**	**Yes**	**4**	**1154'-0"**