

Diane Allison	Tinicum, PA	Open House submittal
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I would ask that you take into consideration the colony of cliff swallows that nest under the bridge. Please don't disrupt them during nesting season- April to late June/ early July.

I object to the architectural lighting. It is unnecessarily and could be damaging to birds migrating in the spring and fall as well as disorienting to insect populations. We don't need this decorative feature on our bridge. We don't need to show off our bridge with a color light show! Thanks for listening.

Staff Response:

- Construction is expected to begin in winter, prior to cliff swallows' spring nesting season. Cliff swallows are a resilient species, and the Commission has experience with these birds at other bridge locations. The birds will nest elsewhere and return, if they deem it a more favorable location in some ensuing spring after project completion.
- Regarding the use of the term "our bridge" -- The bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. The Commission has fully disclosed that it will outfit the bridge with both new roadway lighting and an additional architectural lighting system. The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., nor the residents of those municipalities.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The steel-truss Uhlerstown-Frenchtown Toll-Supported Bridge has had a variety of lighting systems since opening to traffic on Oct. 10, 1931. There are no studies indicating that the envisioned project will appreciably increase the amount of light to such a degree that it would be disorienting to migrating birds and insect populations.

Kathryn Auerbach	Tinicum, PA	Open House submittal
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Thank you for considering rehab of historic truss bridge. Width and weight restrictions critical to quality of life on both sides of Delaware and also to better preserve our scenic roadways (esp. River Road) and historic buildings adjacent. Proper lime mortar repair to stone masonry abutments wing walls and piers is critical to authenticity and longevity. Please low level architectural lighting!

Staff Response:

- Regarding the term "historic truss bridge:" There is nothing historic about this bridge. It is a steel structure constructed in 1931. It is not the first or last truss bridge to be constructed along the

river, in the United States, or in the world. It is a Warren-style truss, and the Commission has other Warren truss structures in its 20-bridge system. The bridge might be characterized as “old,” but it is hardly “historic.” For the record, it is only the ninth oldest bridge in the Commission’s system.

- River Road is not germane to the Commission’s determination of weight and size restrictions on this bridge.
- The bridge’s roadway width was a major concern expressed in this project’s public comment process. Accordingly, the project will include removal of the bridge’s current guiderails and installation of narrower railings to protect the structure’s trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened to 17-feet, 1-inch from the current 16-feet, 6-inches.
- The Commission will use the most-appropriate mortar type for repointing/repairing the bridge’s stone piers and abutments. The project contractor will be required to use the mortar type identified in contract specifications.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Mark Baran	Tinicum PA	Open House submittal
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Consider something to be added along the sides of the road to allow drivers better sense of space on either side of the car when driving over the bridge. Perhaps in some type of markers at the height of the driver and /or other visual aids.

Curious about the storage of construction materials during the long repair process and any additional traffic due to rerouting of the traffic patterns?

It would be appreciated and helpful to have similar in person sessions during the construction process to provide updates to the community and answer questions that arise during the project. This open house is appreciated and all the DRJTBC were friendly and informative. Hopefully that continues and it would be wonderful to have limited ferry or alternative van transport available for older members of the community.

Question about the guard rail improvement for safety purposes - if there is such a way to provide rubber or some covering to protect sides of cars scraping on the metal sides of the bridge? Thanks

Staff Response:

- The Uhlerstown-Frenchtown Toll-Supported Bridge is an inherently narrow structure constructed in 1931 when traffic volumes were a fraction of what they are today. The bridge's width is determined by the supporting short-length piers with stone-filled wooden-crib foundations dating back to a prior wooden bridge's construction in the early 1840s. The bridge's road width is the third narrowest among the Commission's 18 vehicular bridges. The width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened by seven inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- Please drive carefully; it's a narrow Great-Depression-era bridge.
- The selection of a staging area for construction equipment and materials will be a means-and-methods determination by whatever contractor is ultimately hired to carry out the project.
- A rehabilitation of any two-lane bridge without shoulders is going to produce travel impacts. The project is being designed in a manner to ensure New-Jersey-bound travel across the bridge as much as possible.
- Appropriate detour signage will be posted in accordance with project contract specifications.
- The public involvement process for the design of this project has been completed. Additional meetings are unwarranted. A project webpage will have periodic updates as warranted.
- A ferry? Absurd.
- Senior-citizen-oriented van service? This bridge location does not warrant such a service and the Commission is not a transit agency.

Frances Blaikie	Tinicum Twp., PA		email
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I have lived in Tinicum Township, Upper Black Eddy PA for 31 years. My family and scores of others use the Bridge on a daily basis in order to shop, work etc. It's one of our lifelines. The narrowness of this bridge is horrendous and becoming also unbearable 'will today be the day our car and another car or worse a truck not be able to pass one another'.

The importance of maintaining the Frenchtown-Uhlerstown Bridge is paramount to our ability to use both sides of river for commerce etc. I am confused by your comment "The rehabilitation is expected to include widening of the bridge to five feet. The current walkway is only 3',9" wide. It is paramount that the width for auto (and truck) traffic is too narrow and the abutments added years ago have made crossing the bridge horrendous. We use the bridge every day. The scrapping of cars against the abutments is continual. The near misses between traffic in each direction is ongoing. It never ends, do we avoid the bridge at Frenchtown and go to the wider Milford/Upper Black Eddy bridge for safety? Understanding the need for continual maintenance is understood, the problem with the width of the bridge is continual on all of us. If you are unable or unwilling to address the problem of lane width on

bridge, install a light on each side and only allow alternating traffic to secure our safety.

Staff Response:

- The Commission has never said the bridge would be widened by five feet under this project.
- Under the project, the walkway will be widened to a 5-foot width from the current 3-foot, 9-inch width. Using subtraction, the walkway will be 1-foot, 3-inches wider. This additional width will better enable pedestrians walking in opposite directions to pass each other on the walkway. It also should ease passage of cyclists walking their bicycles across the walkway.
- A truss bridge cannot be widened; the only alternative for a full widening is replacement with a new bridge. Also, the short lengths of the existing piers and abutments cannot support a wider superstructure. Replacement is not a consideration; the current bridge has not reached the end of its service life.
- Regarding the bridge's roadway width: The width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened to 17-feet, 1-inch from the current 16-feet, 6-inches.
- Installation of traffic signals to limit vehicular crossing to one direction at a time? No.
- Appropriate detour signage will be posted in accordance with project contract specifications.

Melissa Bottelier	Tinicum Twp, PA	Open House submittal
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1. Please keep lighting to what is necessary. Minimum lighting. Should adhere to lighting ordinances. We enjoy the night sky. Less light pollution.

2. Having a narrow pedestrian path keeps the amount of people walking w/care.

3. Not convinced all these things are really needed. Cameras are a hidden cost that increases over time and technology has redundances and then has to be replaced.

4. Birds nesting patterns, habitat, construction noise, vibration etc.. scaring or harming wildlife is a major concern.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

- The Delaware River Joint Toll Bridge Commission is a bistate agency with a compact established by the states of New Jersey and Pennsylvania and ratified by the U.S. Congress. Local ordinances are inapplicable to the Commission.
- Under the project, the walkway will be widened to a 5-foot width from the current 3-foot, 9-inch width. Doing the math, the walkway will be 1-foot, 3-inches wider. This additional width will better enable pedestrians walking in opposite directions to pass each other on the walkway. It also should ease passage of cyclists walking their bicycles across the walkway.
- The bridge has been outfitted with cameras for more than 15 years. The cameras have proven beneficial numerous times in accident investigations, incident responses, and as a security measure.
- Construction is expected to begin in winter, prior to cliff swallows’ spring nesting season. Cliff swallows are a resilient species, and the Commission has experience with these birds at other bridge locations. The birds will nest elsewhere and return, if they deem it a more favorable location in some ensuing spring after project completion.

Melissa Boyd	Frenchtown, NJ	Open House submittal
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I think more consideration should be made to the individual towns and what aesthetic they would like to see. Not as much for the safety aspects but for the “decorative” light. If a town does not want the decorative lights even if they are dimmable, I think the townspeople should have a say in whether they are installed. The one size fits all approach does not fit Frenchtown where many people like the old style and aren't looking for flashy festive lighting no matter how dimmable they are. I personally would like as much of the old style preserved while making the necessary safety updates and skip the installation of the decorative lights.

Staff Response:

- The bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. The Commission has fully disclosed that it will outfit the bridge with both new roadway lighting and an additional architectural lighting system. The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., nor the residents of those municipalities.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Barbara Bristow	Frenchtown, NJ	Open House submittal
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1. I wish you would wait until you have the funding to make an important

improvement to wider the Frenchtown Bridge traffic lanes. It is too tight and unsafe. We are a rural community with many passenger trucks.

2. Please make the lighting as minimal as possible. We have many birds and there are condos close to the bridge who will be affected by bright lights. I am opposed to the lights in the bridge trusses it is not in keeping with the aesthetic of the community

3. Also consider putting all generators and compressors on the PA side where there are fewer businesses and residences.

Staff Response:

- A truss bridge cannot be widened; the only alternative for a full widening is replacement with a new bridge. Also, the short lengths of the existing piers and abutments cannot support a wider superstructure. Replacement is not a consideration; the current bridge has not reached the end of its service life.
- Regarding the bridge’s roadway width: The width was a major concern expressed in this project’s public comment process. Accordingly, the project will include removal of the bridge’s current guiderails and installation of narrower railings to protect the structure’s trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
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- The selection of a staging area for construction equipment and materials will be a means-and-methods determination by whatever contractor is ultimately hired to carry out the project.

Jef Buehler	Frenchtown, NJ	email
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Thank you for coming to our community and bringing your team to be available for discussing the bridge project as proposed. Domingo was particularly informative regarding my concerns about lighting and limiting the impacts on keeping the sky dark and the overall vibe of the bridge with the proposed change to lighting. His use of sketching out different types of lights and showing the angles that the light would flow was very helpful. I highly recommend using something similar that shows light angles and impacts in terms of your communication with stakeholders here.

We also talked about the contrast between the Phillipsburg Easton Bridge and the Frenchtown Bridge, and how the other bridge is not representative of the outcomes

for our bridge here. I think making that clear to the general public would be helpful. There's no question that this new system would be a change from what we have now. However, now I feel somewhat more comfortable with the general qualities of that change.

In terms of the access stoppage that will occur during construction, I strongly request that the commission pre-order all of the needed decking and suspension materials for the pedestrian walkway so that at least the walkway can be open sooner than the projected 8 month time frame. So many of us use the bridge on foot or on bike for recreation, exercise, and other purposes. Therefore it's a really important to keep the time that pedestrians cannot use the bridge to as short as possible, at a minimum so that the pedestrian egress will be available in time for Riverfest, but ideally well before then.

I wanted to add also that the trim lights along the bottom of the proposed new walkway extension (facing upriver) are totally superfluous and not needed for this bridge project. I respectfully ask that they be subtracted from the plan for our bridge.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- Uhlerstown-Frenchtown Bridge users should be wary of photographs of the Northampton Street Bridge between Easton, PA. and Phillipsburg, N.J. that have been posted on Facebook pages in the Uhlerstown and Frenchtown areas. Many of those photographs depict the Northampton Street Bridge while its new architectural lighting system was undergoing testing for its color-changing and brightness/dimming capabilities. Those photographs are not representative of how the architectural lighting will look at the Uhlerstown-Frenchtown Bridge.
- To mitigate potential construction delays and bridge-user impacts, consideration always is made to pre-purchase materials like new sidewalk panels and railings.
- Because of the public comment process, the lighting design along the bridge's upstream side was changed. The lighting beneath the walkway will now be broadcast from beneath the walkway onto the structural steel components that support the walkway. These realigned light fixtures will be shielded to prevent direct sightlines of the lights from upriver vantage points. This change will provide a warmer, softer glow off the bridge itself. The intensity of this lighting can be controlled by the Commission in the same manner as the rest of the bridge's programmable architectural illumination.
- Regarding the use of the term "our bridge" -- The bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. The Commission has fully disclosed that it will outfit the bridge with both new roadway lighting and an additional architectural lighting system.

The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., nor the residents of those municipalities.

James Cahill	Tinicum Twp, PA	Open House submittal
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One of the biggest attractions to Tinicum Township are the dark skies. My feeling is the architectural lighting is unnecessary and will contribute to the ever growing issues with light pollution. The lighting may look nice in certain areas that are more urban but this lighting is not welcome in the dark rural areas. Please reconsider the lighting design.

Staff Response:

- Uhlerstown-Frenchtown Bridge users should be wary of photographs of the Northampton Street Bridge between Easton, PA. and Phillipsburg, N.J. that have been posted on Facebook pages in the Uhlerstown and Frenchtown areas. Many of those photographs depict the Northampton Street Bridge while its new architectural lighting system was undergoing testing for its color-changing and brightness/dimming capabilities. Those photographs are not representative of how the architectural lighting will look at the Uhlerstown-Frenchtown Bridge.
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Tom Casola	Tinicum Twp, PA	email
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As a resident of Tinicum and a frequent user of the Frenchtown Bridge, I am absolutely astonished that DRJTBC plans to spend taxpayer money on the Frenchtown Bridge without including plans to widen the car lanes. My wife and I are careful drivers and yet all three of our vehicles have been scraped by the sides of that bridge. Please reconsider your plans and find a way to widen the bridge. DRJTBC certainly seemed able to find the funding to build a new headquarters for themselves by Scudders Falls and I understand one is also planned for Morrisville. Why not spend some of the money on improving safety for the driving public?

If you are genuinely unable to widen the bridge, then please, please, please restrict the width of vehicles that are allowed to use the bridge. I frequently encounter larger worker vans and horse trailers and dump trucks coming across the bridge leaving no room for cars to pass in the opposite direction. This is a frustration and a safety

hazard. And yet I have never seen any DRJTBC personnel take any action to help, they simply sit in their little hut and watch us drivers fume.

Staff Response:

- Taxpayer money has not been used on this bridge since June 1987. The bridge has been owned, operated, and maintained by the Delaware River Joint Toll Bridge Commission since July 1, 1987. Under its state-federal compact, the Commission can only use a share of its toll-payer proceeds to fund this bridge's operations and maintenance.
- A truss bridge cannot be widened; the only alternative for a full widening is replacement with a new bridge. Also, the short lengths of the existing piers and abutments cannot support a wider superstructure. Replacement is not a consideration; the current bridge has not reached the end of its service life.
- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- Regarding the gratuitous and unwarranted criticism of bridge monitors stationed at this crossing, these men and women have been integral to the fact that this narrow, aging bridge remains in service to this day. In 2023 alone, these men and women turned away 1,684 oversized/overweight vehicles.
- Despite signage and bridge monitors, truck drivers attempt to cross this bridge to avoid tolls at the Commission's highway-speed bridges or because they utilize GPS-based mapping devices intended for non-commercial passenger vehicles.
- Modifications to this bridge's weight and width restrictions are not a project design consideration.

Joe Coco	Frenchtown, NJ	Open House submittal
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Why? How is it that so many oversized trucks miss the memo, are luckily stopped by the Bridge Guards and have to jockey round the bridge café lot to turn around? I've seen traffic held up for 15-20 mins. Is it a question of info on Google Maps- which I assume are read? Do offenders get fined?

2. Why not have a dimmer for the lights! Your diagram makes the new concept look brighter. But who needs the added light pollution! Plus residents living up to 5th Street on the lower Harrison side will need sunglasses at midnight. The existing lamps are so handsome- new design sterile.

Lower the signage weight limit from 15 ton to 3 tons or 7 tons, like the NH Lambertville Bridge. This way trucks will not believe they can waltz over! Signs should be posted a mile away too!!

Staff Response:

- Some trucking outfits and drivers refuse to use commercial GPS that indicates bridge restrictions.
- Despite signage and bridge monitors, truck drivers attempt to cross this bridge to avoid tolls at the Commission’s highway-speed bridges or because they utilize GPS-based mapping devices intended for non-commercial passenger vehicles.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The architectural lights will have the capability to be dimmed if the Bridge Commission deems it warranted.
- Modifications to this bridge’s weight and width restrictions are not a project design consideration.

John Cole	Tinicum Twp, PA	Open House submittal
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Lighting is excessive and inappropriate. Guardrail makes the lanes too narrow. Is there another way to protect the bridge?

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
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Sky Cooper Rainey	Frenchtown, NJ	Open House submittal
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Many members of the community have expressed concern over the modern LED lighting and the color changing lights. There is currently a petition with over 200 signatures. I spoke with Mr. Domingo Gonzales this evening and he provided a great deal of helpful information. I would like to request a summary explaining the lighting for the bridge, particular how it will match the relaxed historical feel of the town and the effects it will have on the birds and the environment, to be included on the DRJTBC website. am happy with the renovations but feel that the new lighting will be intrusive and will not go along with the quaint character of Frenchtown.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The public-involvement process prior to project design is intended to help raise public awareness and discussion about the upcoming project. The process, however, is neither a survey nor a poll.
- The inclusion of architectural lighting in this project is solely a Bridge Commission decision.

Craig DeGroot	Frenchtown, NJ	Open house submittal
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While I completely support the conversion to LED I do not support the enhanced lighting. In particular the truss lighting I believe to be too much illumination- at any dimmed level. As for the color options- its tacky for our area- love it on the Empire State building but this is rural and it would not suit our river valley. Thank you for hosting and listening.

Staff Response:

- Uhlerstown-Frenchtown Bridge users should be wary of photographs of the Northampton Street Bridge between Easton, PA. and Phillipsburg, N.J. that have been posted on Facebook pages in the Uhlerstown and Frenchtown areas. Many of those photographs depict the Northampton Street Bridge while its new architectural lighting system was undergoing testing for its color-changing and brightness/dimming capabilities. Those photographs are not representative of how the architectural lighting will look at the Uhlerstown-Frenchtown Bridge.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment

process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

- Communities all over the world are utilizing color-changing LED lighting on bridges and other landmarks.

Adam DePaul		email
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Regarding the Frenchtown Bridge LED Lighting Proposal: Frenchtown is renowned for its unobtrusive charm. These ridiculous lights would not only be an eyesore, but would harm the local economy by driving away tourists. The many people who visit Frenchtown are seeking serene, distinguished beauty—not the chintzy pomp of a carnival or casino. Additionally, property values will decline. No one wants their beautiful view of the river overpowered by the glare of LED lights. If this egregious and unnecessary proposition passes, those responsible will just be setting themselves up for a barrage of complaints that will result in the removal of the lights anyway. Please just stop this nonsense.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
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John Dougherty	Frenchtown, NJ	email
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Part 1: The Borough of Frenchtown wants to minimize the impact of the project on residents, businesses, and wildlife. To this end I have the following questions:

- 1. Where will construction materials be staged to help ensure that work at the site is not delayed?**
- 2. What steps are the DRJTBC taking to mitigate potential supply chain issues which might delay the project? For example, are you purchasing in advance and stockpiling materials like the panels used for the new sidewalks so that work is not delayed by long lead time items?**

3. What steps are DRJTBC taking to mitigate noise during construction?

4. What steps are DRJTBC taking to mitigate the impact on birds nesting on or under the bridge during construction? For example, are you going to provide alternative nesting sites like Art Yard did before demolishing the old building on their current site?

Staff Response:

- The selection of a staging area for construction equipment and materials will be a means-and-methods determination by whatever contractor is ultimately hired to carry out the project.
- To mitigate potential construction delays and bridge-user impacts, consideration always is made to pre-purchase materials like new sidewalk panels and railings.
- This will be a construction project on a steel bridge superstructure with masonry piers and abutments. Noise is inevitable. Much of project construction activities – but not all -- will take place during daytime hours, mitigating impacts to residents during nighttime sleeping hours.
- Construction is expected to begin in winter, prior to spring nesting season. The Commission is unaware of any endangered bird species nesting on the bridge that might warrant alternative nesting sites. The Commission also is not demolishing a structure.

Part 2: Community members have expressed a lot of concern about the DRJTBC plans for lighting the bridge. I have the following questions:

1. At the open house DRJTBC explained that the programmable LED lighting will be dimmed at 11 pm and that it may also be adjusted so as not to interfere with wildlife migration. How will DRJTBC promulgate the policy and procedures for lighting so that community members are aware of them and can ensure that they are being followed?

2. What is the default "white" shade of the lighting, and can it be adjusted?

3. How many times per year would the DRJTBC use the programmable LED lighting to light the bridge with decorative colors?

4. How long will a given programmable lighting display be displayed?

5. Will the programmable LED decorative lighting be static or dynamic (i.e. changing colors and patterns)?

6. How does the lighting plan comply with lighting ordinances in Frenchtown and Tinicum with respect to minimizing light pollution?

Staff Response:

- The lighting of the bridge is strictly a Commission function. Community members have nothing to do with regulating Commission procedures and policies. The lighting schedule, lighting policy, and a request form for special lighting events/programs will be posted on a bridge-specific Commission webpage.

- The Commission shall decide if any adjustments are warranted for default white lighting between 11 p.m. and dawn.
- The number of programmable lighting displays will vary from year to year based on requests accepted and implemented by the Commission. The Commission expects to post a schedule of pre-programmed annual lighting displays on the respective webpage for the Uhlerstown-Frenchtown lighting system. This scheduled will have a minimum of 47 dates of pre-programmed lighting each year.
- Programmable lighting displays will be from dusk until 11 p.m.
- Programmable lighting displays can be static or dynamic.
- Frenchtown and Tinicum have no regulatory authority over an interstate bridge owned and operated by a bi-state agency governed by a federal compact. Any ordinance is unapplicable.

Benjamin Duensing	Frenchtown, NJ	Open house submittal
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My name is Ben Duensing and I'm a local business and property owner. I have a few concerns with the upcoming bridge project. First concern is the length of time for the project. I understand closures for necessary work to keep our bridge safe. My concern is for any extra time needed for cosmetic architectural lighting. Our town has recently been blossoming as a retail and destination for visitors from our surrounding cities. My feeling and experience with having businesses currently in New Hope as well, is that the impact on our retail and restaurant will be significant and possibly close newer stores.

2. The lighting plan does not fit our towns look or feel. 3. Beyond our swallows, we have concern for our bridge pigeons we see and enjoy these birds every day.

Staff Response:

- The Commission has duly informed the public that the installation of roadway and architectural lighting will be one of the upcoming rehabilitation project’s major construction elements.
- The project design will include a schedule. However, scheduling decisions ultimately are subject to change based on the selected contractor’s means and methods decisions and factors such as weather, emergencies, unforeseen issues, potential flooding, etc. There is no such thing as a firm schedule on a rehabilitation of an early 20th-century steel truss bridge with limited workspace. The Commission is attempting to construct a schedule that will allow vehicular traffic to pass as much as possible on a single lane and limiting full closures to as few dates and nights as possible.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The Commission is unaware of any “bridge pigeons” nesting on the bridge. Pigeons are not an endangered species; they can be found in almost every country in the world.

- Construction is expected to begin in winter, prior to cliff swallows’ spring nesting season. Cliff swallows are a resilient species, and the Commission has experience with these birds at other bridge locations. The birds will nest elsewhere and return, if they deem it a more favorable location in some ensuing spring after project completion.

Meredith Elinich	Richland PA	email
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After learning about the Frenchtown/Uhlerstown Bridge rehabilitation and reading over everything that is proposed I wanted to express my opinion specifically on the LED lighting that is planned. Understandably some lighting is necessary for pedestrian foot traffic and for visual marking to locate the bridge, but I do not feel it is necessary to highlight the structure unnecessarily for aesthetic purposes. We have enough light pollution to the evening skies and at the demise of nocturnal species that live along the river. Please consider limiting the LED lighting to only what is necessary for the bridge to function safely.

Staff Response:

- The Commission has duly informed the public that the installation of roadway and architectural lighting will be one of the upcoming rehabilitation project’s major construction elements.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Sophia Feller	Tinicum Twp, PA	Open House submittal
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I live in Uhlerstown within walking distance of the bridge. It is going to be a huge inconvenience to have the walkway closed for 10 months. But, it will be nice in the end to have a wider walkway. What I find to be unnecessary is the architectural lighting planned for the bridge frame work. I value the dark shy. The peace and quiet of our rural community. There is no one to impress as we all love the bridge w/o the architectural lighting. I am also opposed to colored lights of any kind for any reason!

Staff Response:

- The Commission has duly informed the public that the installation of roadway and architectural lighting will be major construction elements in the upcoming bridge rehabilitation project.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment

process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Ellen Fletcher Russell	Frenchtown, NJ	email
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Please do not install the programmable LED light show. It is not appropriate for this beautiful and historic bridge and town. Thank you

Staff Response:

- Regarding the term “historic bridge:” There is nothing historic about this bridge. It is a steel structure constructed in 1931. It is not the first or last truss bridge to be constructed along the river, in the United States, or in the world. It is a Warren-style truss, and the Commission has other Warren truss structures in its 20-bridge system. The bridge might be characterized as “old,” but it is hardly “historic.” For the record, it is only the ninth oldest bridge in the Commission’s system.
- The Commission owns, operates, and maintains this bridge. The Commission has duly informed the public that the installations of roadway and architectural lighting will be major construction elements in the upcoming bridge rehabilitation project.

James Gallos	Milford NJ	email
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Consider making bridge wider to handle larger vehicles which would give much needed relief to Milford Borough.

Staff Response:

- A truss bridge cannot be widened; the only alternative for a full widening is replacement with a new bridge. Also, the short lengths of the existing piers and abutments cannot support a wider superstructure. Replacement is not a consideration; the current bridge has not reached the end of its service life.
- The bridge’s roadway width was a major concern expressed in this project’s public comment process. Accordingly, the project will include removal of the bridge’s current guiderails and installation of narrower railings to protect the structure’s trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

Colin Gibson	Tinicum Twp, PA	email
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I recognize the need for periodic maintenance of bridges such as this and that there will be inevitable inconveniences from this project. But I do have several questions/observations.

Although the bridge cannot be widened, has consideration been given to using narrower guardrails on either side of the roadway, which might provide a few extra inches of leeway for vehicles? My recollection is that the guardrails were widened during the last renovation.

What will be done to prevent oversized and larger vehicles from accessing the bridge? There are no width restriction signs and bridge personnel are only stationed to prevent oversized and larger vehicles at limited times. The only signs are either weight restrictions, plus one that says “no horses”! The increased use of GPS systems which do not appear to recognize the bridges limitations seems to have resulted in an increase in trucks.

Widening the walkway is likely to encourage bike /e-bike /scooter riders from riding (as opposed to walking) on the walkway, which will be dangerous to pedestrians. What will be done to prevent this (ie bikes must be walked). How will that be enforced?

This is a rural and idyllic geographic location, so there are concerns that the proposed new lighting will be inconsistent with the locale, with potential lighting pollution resulting. What assurances will be given that any lighting schemes will be highly restricted in both intensity and frequency of use?

Will the contract to be awarded for this project include penalties if work is not completed within pre-defined timeframes (and/or bonuses for early completion)?

Staff Response:

- The bridge’s roadway width was a major concern expressed in this project’s public comment process. Accordingly, the project will include removal of the bridge’s current guiderails and installation of narrower railings to protect the structure’s trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- The comment regarding truck enforcement has been forwarded to the Commission's Department of Public Safety and Bridge Security (PSBS), which enforces the bridge's weight restrictions and monitors the public safety at the bridge.
- In 2023, the bridge monitors at this location turned away 1,684 overweight/oversized vehicles.

- Despite signage and bridge monitors, truck drivers attempt to cross this bridge to avoid tolls at the Commission’s highway-speed bridges or because they utilize GPS-based mapping devices intended for non-commercial passenger vehicles.
- Modifications to this bridge’s weight and width restrictions are not a project design consideration.
- Motorized/power-assist bikes and scooters are an increasing problem and challenge for transportation agencies and federal, state, and county parks across the country. Commission bridge monitors try to enforce the Commission’s walk-your-bike policy as much as possible.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- Penalties: Liquidated damages for certain schedule delays are standard contract terms. Bonuses: No.

Kathy Greaney	Tinicum Twp, PA	Open House submittal
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I am a resident for 40 years living between the Milford and Frenchtown bridges on River Road. Years ago, there were no guard rails on the Frenchtown bridge. They had a very heavy metal barrier at the bottom maybe 10" tall. If you got too close to the right edges there was nothing to scrape your car paint. Only the rubber on your tires would rub up against that metal curb. This bridge is narrow! Many people cannot stay on their side of the road! It is a judgement of inches. I'm sure thousands of cars have been damaged because of that guard rail. Please return the design to the sanity of not damaging so many cars!! Also we do not need decorative lighting, to protect the migrating birds! Please!

Staff Response:

- There has always been some sort of roadway railing system to protect this bridge’s trusses.
- The bridge’s roadway width was a major concern expressed in this project’s public comment process. Accordingly, the project will include removal of the bridge’s current guiderails and installation of narrower railings to protect the structure’s trusses. Steel curbing also will be added to mitigate vehicular sideswipes with the new railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- The steel-truss Uhlerstown-Frenchtown Toll-Supported Bridge has had a variety of lighting systems since opening to traffic on Oct. 10, 1931. There are no studies indicating that the envisioned project will appreciably increase the amount of light to such a degree that it would be disorienting to migrating birds and insect populations.

Mark Grosz	Mechanicsburg, PA	email
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I am President of DarkSky PA, the Pennsylvania chapter of DarkSky International. I'm writing to you to express our concerns with what I understand is your lighting plan for the Frenchtown Bridge. We have also received requests for assistance related to bridge lighting plans and light pollution concerns from residents of towns by other bridges along the Delaware River. DarkSky International is the best resources I know to help you understand the damage to the surrounding environment from bridge lighting. The damage caused to the ecosystems for miles around such bridge lighting may never recover. Researchers from Pennsylvania published papers on light pollution's impact on birds and the results are stunning, even to those with long-time involvement in dark sky advocacy. The aquatic environment is the big loser, especially with insects. Many creatures in the aquatic environment are sensitive down to about 0.05 lux. Biological consequences from artificial light at night are many. Bridge lighting also acts like a dam, preventing natural migration and movement of fish and insects.

We at DarkSky are available to help you light your bridges properly and responsibly, and to help you become aware of the potential for catastrophic loss in the environment if you don't practice responsible lighting. DarkSky and the IES jointly issued 5 Principles for Outdoor lighting that can be followed in ways that make sense for specific scenarios. Bridge lighting, because of the low threshold of aquatic organisms to lighting's effects, is extremely important to do properly and responsibly. The US Dept of Energy also recommends these same 5 principles as part of proper lighting and conserving energy.

Please contact us so we can help you. This is really much more than just about making a bridge 'pretty' at night. Bridge lighting is extremely consequential and you could severely damage the river's natural health and biodiversity. It really matters.

Staff Response:

- DarkSky PA and DarkSky International have no regulatory authority over a bi-state agency with a federal compact.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- Thank you for your comments, Mr. President.

Bo Hahn	Frenchtown, NJ	email
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The Roadway should also be widened. Since the installation of re-enforced guardrails the roadway is too narrow and causes a great deal of damage to passing vehicles.

Staff Response:

- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

Robert Haver	Frenchtown, NJ	email
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Please move the guardrail off of the bridge deck onto the sidewalk platform.

Staff Response:

- This comment is nonsensical.
- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

Jackson Hurst	Kennesaw, GA	email
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I approve and support DRJTBC's 2025 Uhlerstown-Frenchtown Toll-Supported Bridge Rehabilitation Project.

Staff Response:

- Comment noted.

Kyle Johnson	Frenchtown, NJ	email
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I would like to thank the Commission for creating the open house at the Frenchtown Legion on Tuesday, 6/25. I had many questions answered during that meeting. I spoke with Domingo at length regarding the LED project, which seems to be the largest issue that our town has with the bridge. That said, I am opposed to the variability of the

architectural lighting proposed for the Uhlerstown-Frenchtown Bridge. The idea of changing the colors is already creating a problem in town with folks not being able to agree on what is an appropriate holiday for lighting scenes. Remove the variability, remove the problem. I believe that within our politically divided country, this will only continue to create a wedge within our small communities on either side of the river. I prefer to see my neighbors and say hello rather than feel any animosity toward them. This may seem trivial, but the variability of the lighting will have this effect, regardless of intent. It is already showing on the Frenchtown, NJ Facebook Page which has been lit up (pun intended) with arguments over lighting colors.

However, I am NOT opposed to the architectural lighting existing in any form though. We have string lights that crisscross the main thoroughfare in town and most people seem to like this. They are not on all the time and are not distracting to motorists. They are dim and warm. I think this would be appropriate for the bridge. I'm aware of the technology behind the proposed lighting system and know that this is 100% achievable as well as easier to deploy than the alternative. Lastly, I would like to see Dark Sky certification. This is a prime example of why Dark Sky exists. The bridge connects two rural townships. This should be respected. I would ask that while putting this out to bid, that part of the bidding process would include third-party Dark Sky Certification. This would not only keep folks happy who are interested in conservation but would also highlight the DRJTBC's ability and willingness to work within the communities they are serving and would go a long way in public relations for future projects.

Staff Response:

- DarkSky International has no regulatory authority with respect to a bi-state agency operating under a federal compact.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The Commission owns, operates, and maintains this bridge. The Commission has duly informed the public that the installations of roadway and architectural lighting will be major construction elements in the upcoming bridge rehabilitation project.
- The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., or their residents.
- The programmable lighting system is a function of the Commission and will be controlled by Commission personnel, primarily from the agency's headquarters in Lower Makefield, PA. Programming occurs on an as-needed basis.

Christina Kania	Frenchtown, NJ	email
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I am a Frenchtown, NJ resident and am respectfully requesting that the Bridge Commission not move forward with their bridge architectural lighting plan for the Frenchtown Bridge that connections to Pa. A petition requesting the current lighting plan be changed to one co-designed by the local bridge communities has nearly 300 signatures and is still gaining more. It's disappointing that the Commission has not considered the nature of the communities involved nor worked collaboratively on a new lighting plan that is in line with the area's history and natural environment. Aside from lighting necessary to for safety, there is no need for an elaborate and programmable lighting plan that will change the area's aesthetics and possibly impact wildlife. Please do the responsible thing and work with the communities involved instead of ignoring their concerns. Thank you.

Staff Response:

- The public-involvement process prior to project design is intended to help raise public awareness and discussion about the upcoming project. The process, however, is neither a survey nor a poll.
- The Commission has gathered public comments and made changes to project designs and specifications where it was deemed justified and appropriate.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- The steel-truss Uhlerstown-Frenchtown Toll-Supported Bridge has had a variety of lighting systems since opening to traffic on Oct. 10, 1931. There are no studies indicating that the envisioned project will appreciably increase the amount of light to such a degree that it would be disorienting to migrating birds and insect populations.

Kathe Knitch	Frenchtown, NJ	email
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Having seen images of what may be installed I am appalled! It looks very garish and the term "overkill" certainly applies. I find it goes against the areas theme of love of

nature. It will also have a very negative impact on the environment and wildlife. Please reconsider! Please use dimmer more natural lighting. We don't need or want Chuckie Cheese meets Vegas in a quiet river area!

Staff Response:

- Uhlerstown-Frenchtown Bridge users should be wary of photographs of the Northampton Street Bridge between Easton, PA. and Phillipsburg, N.J. that have been posted on Facebook pages in the Uhlerstown and Frenchtown areas. Many of those photographs depict the Northampton Street Bridge while its new architectural lighting system was undergoing testing for its color-changing and brightness/dimming capabilities. Those photographs are not representative of how the architectural lighting will look at the Uhlerstown-Frenchtown Bridge.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Michael Knox	Frenchtown, NJ	Open House submittal
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Concerns: 1. Noise from compressors, etc.. - there are residences and businesses very close to the Frenchtown side of the bridge. We request that the equipment be positioned on the PA side as much as possible. 2. Unintended consequence of rats being displaced by the bridge work infesting areas and buildings near bridge on Frenchtown side. 3. Recognizing that widening the roadway or replacing the bridge will be expensive and take a long time but I would request that Frenchtown bridge come after Washington Crossing Bridge. 4. We request that the aesthetic lighting reflect the rural nature of Frenchtown and Uhlerstown. Thank you

Staff Response:

- This will be a construction project on a steel-bridge superstructure with masonry piers and abutments. Noise is inevitable. Much of project construction activities – but not all -- will take place during daytime hours, mitigating impacts to residents during nighttime sleeping hours.
- The selection of a staging area for construction equipment and materials will be a means-and-methods determination by whatever contractor is ultimately hired to carry out the project.
- This individual suggests that Frenchtown has a rat problem. The Commission is unaware of any rat problem in Frenchtown.
- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings.

As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Becky Kunkel	Tinicum Twp, PA	Open House comment
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I have a problem with the lighting plan. We need to keep the darkness on the UBE side. We want to keep the small town rural feel.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Elizabeth Lacey-Osler	Frenchtown, NJ	Open House submittal
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1. Compressors - loud and intrusive to local businesses and residences who value a quiet, serene environment. Best solution: install compressors on the Pennsylvania side of the bridge where there are no businesses or residences located in close proximity to the bridge. 2. Lighting - concerns: brightness, aesthetics, ecology 1. adherence to Frenchtown community's needs - both residential and businesses. 2. Sustainable preservation of wildlife migration patterns 3. Stable control and maintenance of integrity to community's value system over time in majority inclusion of its members. 4. Bridge structure and repair most definitely necessary. How will this be done in regards to wildlife over the 10 month reconstruction period? (small losses culminate into larger impact)

Staff Response:

- This will be a construction project on a steel-bridge superstructure with masonry piers and abutments. Noise is inevitable. Much of project construction activities – but not all -- will take place during daytime hours, mitigating impacts to residents during nighttime sleeping hours.
- The selection of a staging area for construction equipment and materials will be a means-and-methods determination by whatever contractor is ultimately hired to carry out the project.

- The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., or their residents.
- The programmable lighting system is a function of the Commission and will be controlled by Commission personnel, primarily from the agency’s headquarters in Lower Makefield, PA. Programming occurs on an as-needed basis.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- Construction is expected to begin in winter, prior to cliff swallows’ spring nesting season. Cliff swallows are a resilient species, and the Commission has experience with these birds at other bridge locations. The birds will nest elsewhere and return, if they deem it a more favorable location in some ensuing spring after project completion.
- The Commission is unaware of wildlife using this bridge to cross the river between Pennsylvania and New Jersey.

Susan Lancaster	Frenchtown, NJ	Open House submittal
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Please as we discussed be mindful of all environmental impact regarding lighting. The river and our area in general is abundant with wildlife. From the lighting bugs in June, bat and bird migrations eagles and osprey nesting, to snapping turtle nurseries along the bank and surrounding area. Its our hope the lighting will remain dimmed most of the time to minimize the impacts related to these species and the many more not listed. Light pollution is still pollution. thank you for your consideration.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Steve Lentz	Frenchtown, NJ	Open House submittal
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The Frenchtown-Uhlerstown bridge is part of a popular network of bike trails - it is suggested that closure notices be posted near the bridges and bike paths in Milford. Bulls Island State Park and Stockton so that cyclists are aware of the closure and can plan accordingly. (Many cyclists are not local and would not otherwise be aware.)

Staff Response:

- Bicycles are prohibited on the bridge’s roadway and must be walked across the bridge’s walkway.
- As a general practice, the Commission has posted signs, issued press releases, and utilized social media to raise awareness of bridge walkway closures. These notification efforts include open-source media, state and local agencies, and bicycle clubs and stores.
- Note: It is impossible to reach every person or potential visitor in a mobile society.

Ashbrook Loughlin	Frenchtown, NJ	Open House submittal
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My concern is with the new and improved lighting. I live on the river with a beautiful view. I am hoping that the light will be a subtle, mellow, dim warm white. I am very ambivalent about the colored lights- I feel they will look gaudy/tacky. I hope that whatever is done looks minimalist. This is a small town and we want to keep it rural and beautiful- not glitzy.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Holly Low	Frenchtown, NJ	email
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I’m writing to express my opposition to the architectural lighting plan for the Uhlerstown-Frenchtown bridge. I think the current light fixtures provide sufficient lighting for cars and pedestrians. Their simplicity is in keeping with the historic nature of the bridge. Colored lighting displays do not fit the natural setting and the fact that our communities do not control the displays is a concern. This stretch of the wild and scenic designated Delaware River is quiet and relatively untouched compared to more urban areas. Not every bridge needs to have lights on every beam outlining the structure. The Frenchtown Uhlerstown bridge is beautiful the way it is.

I don’t see any need to “enhance the bridge’s nighttime profile”, one of the project’s stated goals. The nightlife in these river communities is quiet and most of us like it that way. Frenchtown Borough has no stated goals to draw further tourists for evening recreation. As a small one square mile town with limited public infrastructure and just two liquor licenses, we should not be drawing additional tourism for the

evening and I'm worried images of the bridge lighting circulating in social media will do just that.

The documents on the project website say the light fixtures are nearing end of life. No other reasons are given for the lighting plan which makes me think there is no reason why it can't be altered. Why can't the current fixtures be replaced with something similar? Any white lights should be soft / amber in color to try to match the current color as much as possible.

I don't understand why the bridge commission didn't engage our communities prior to putting forth this plan. Almost 300 people signed a petition against the lighting plan. If you'd come here a year ago and asked residents what concerns or issues they'd have with an architectural lighting plan you would have known well in advance that this is not right for Frenchtown and Uhlerstown. A one size fits all approach to Delaware River bridges is not appropriate.

Thank you for the opportunity to submit comment. I hope you'll seriously consider the public input on this plan and together with our river communities, come up with an alternative plan.

Staff Response:

- The Uhlerstown-Frenchtown Bridge's current roadway lighting system is reaching the end of its projected service life.
- Regarding use of the term "historic" in connection with this bridge: There is nothing historic about this bridge. It is a steel structure constructed in 1931. It is not the first or last truss bridge to be constructed along the river, in the United States, or in the world. It is a Warren-style truss, and the Commission has other Warren truss structures in its 20-bridge system. The bridge might be characterized as "old," but it is hardly "historic." For the record, it is only the ninth oldest bridge in the Commission's system.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- This interstate bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. The Commission has fully disclosed that it will outfit the bridge with both new roadway lighting and an additional architectural lighting system. The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., or their residents.
- The public-involvement process prior to project design is intended to help raise public awareness and discussion about the upcoming project. The process, however, is neither a survey nor a poll.

Sherry MacNicoll	Frenchtown, NJ	email
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I hope you will consider my opinion. My family and I have lived in Frenchtown, NJ, since 1982 (42 years). The plan to light our Frenchtown bridge with LED colored lights distresses me, and many others in our town. I have seen another Delaware River bridge which is already lit in that way, and it looks like a circus, not a historical bridge. Please reconsider your plan and don't do that to our bridge!

Staff Response:

- This interstate bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. The Commission has fully disclosed that it will outfit the bridge with both new roadway lighting and an additional architectural lighting system. The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., or their residents.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The Uhlerstown-Frenchtown Bridge’s architectural lighting system will be a customized system. It will not be a “one-size-fits-all” approach.
- Uhlerstown-Frenchtown Bridge users should be wary of photographs of the Northampton Street Bridge between Easton, PA. and Phillipsburg, N.J. that have been posted on Facebook pages in the Uhlerstown and Frenchtown areas. Many of those photographs depict the Northampton Street Bridge while its new architectural lighting system was undergoing testing for its color-changing and brightness/dimming capabilities. Those photographs are not representative of how the architectural lighting will look at the Uhlerstown-Frenchtown Bridge.

Ron Meinen	Frenchtown, NJ	Email
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Thank you for the informative session last night in Frenchtown. I am very pleased to know the bridge will be upgraded and look forward to the new bridge lighting. As someone who views the bridge from my townhouse, I feel it will certainly be an improvement to have the enhanced lighting on the bridge. I look forward to the colored programmable options that come with the new dynamic design. I appreciate the thorough plan and communication.

Staff Response:

- Comment noted.

Brad Myhre	Frenchtown, NJ	Open House submittal
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1. Could construction hours be extended to reduce overall project schedule? Frenchtown small business rely heavily upon tourism from the post Memorial Day to Labor Day period. 2. Is the new LED mandatory? What alternatives have been explored? 3. While overall bridge widening is not possible could thinner guiderails be installed to gain a side view mirrors worth of space? Vehicles striking the guiderail and opposing vehicles striking mirrors is a major issue.

Staff Response:

- The project design will include a schedule. However, scheduling decisions ultimately are subject to change based on the selected contractor's means and methods decisions and factors such as weather, emergencies, unforeseen issues, potential flooding, etc. There is no such thing as a firm schedule on a rehabilitation of an early 20th-century steel truss bridge with limited workspace. The Commission is attempting to construct a schedule that will allow vehicular traffic to pass as much as possible on a single lane and limiting full closures to as few dates and nights as possible.
- The architectural lighting is a Commission decision. Commissioners have already provided support for such a system with the approval of the design contract for this 2025 rehabilitation project.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

Bonnie Pariser	Frenchtown, NJ	email
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We are concerned that the noise will be too loud and we would love to make sure the compressors are on the PA side so as not to disturb people too much in town. We do not need lights!! People go on the bridge to see the dark night sky, enjoy the moon on the river, enjoy the stars and not get flooded by bugs. We do not need any more lights on the bridge!!

Staff Response:

- The selection of a staging area for construction equipment and materials will be a means-and-methods determination by whatever contractor is ultimately hired to carry out the project.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Veda Partalo	Frenchtown, NJ	email
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I am a resident of Frenchtown NJ and would like to provide a comment in support of your plans for the Uhlerstown-Frenchtown Toll-Supported Bridge. One of the most exciting parts of the design is the widening of the pedestrian walkway. As a parent of two young children, the current walkway width makes it very challenging to maneuver a stroller when there is another person approaching. If a person with a bicycle is coming, the current narrow walkway can become quite the jam. I imagine folks in wheelchairs and walkers also experience this pain as they cross the bridge today. That in mind, I commend you for investing in widening the walkway and I look forward to the finished work!

Staff Response:

- Comment noted.

Carole Pepe and Joel Boriek	Frenchtown, NJ	Open House submittal
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We are against the enhanced lighting and decorative lighting. The least amount of lighting that is allowable is preferred. Please no! We are not a large city! We like simple.

Please use the PA side for equipment, parking, generators, etc!!

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

- The selection of a staging area for construction equipment and materials will be a means-and-methods determination by whatever contractor is ultimately hired to carry out the project.

Gary Pearson	Tinicum Twp., PA	Open House submittal
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- 1. Return the curb/rails that were removed after the last rehab. They were below the guard rail that was added and when your car tire hit them it kept away from the structure.**
- 2. Is the new walk way material slip restraint in extreme winter conditions?**
- 3. Make the guard rails as skinny as possible**
- 4. Can you do signage to let wide vehicles in particular trailers know that they're too wide? Images on signs help**
- 5. Signage to let folks with large SUVs and pick ups to pull their mirrors in.**
- 6. Signage to let folks know that there is no where to go when they get to Uhlerstown.**
- 7. Signage for those who cross to get them safely across RT. 32 and to Uhlerstown Hill Road.**
- 8. Can you do something (possibly in conjuncture with PennDOT and Tinicum) to provide safe access to Uhlerstown Hill Road? PA DCNR did a right of way and established an access path from the canal to Uhlerstown Hill Road. Maybe DRJTBC can aquire a right of way through Schneiderwind's Farm and the Opdyke property to Uhlerstown Hill Road.**
- 9. Why don't you have traffic lights on this bridge like on the Stockton Bridge to allow the bridge guards to close the bridge when an oversize vehicle is approaching?**
- 10. Please call or email with any questions or for clarification on any of this.**

Staff Response:

- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- The new walkway surface will be slip-resistant, but ice storms can temporarily compromise traction on any surface when temperatures are at or around 32 degrees Fahrenheit.
- No to signs advising motorists to pull in their sideview mirrors. That is a motorist decision, and the Commission is unaware of any such sign in the Manual of Uniform Traffic Control Devices (MUTCD).
- The Delaware River Joint Toll Bridge Commission does not handle truck restrictions in either state.
- The Bridge Commission's jurisdiction ends at the bridge's Pennsylvania approach at the PA Route 32/River Road intersection.

- The Center Bridge-Stockton Bridge has a lower weight restriction than the Uhlerstown-Frenchtown Bridge. Moreover, traffic signals may not be feasible at the Uhlerstown-Frenchtown location due of the shortness of the Pennsylvania approach off PA Route 32/River Road.

Mike Powell	Tinicum Twp., PA	Open House submittal
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There are many periods during the week when traffic on the bridge is light. Could you set up a red light/Green light system that would allow alternate directions traffic during slow periods? That would save locals the 7 mile detour loop for a majority of their crossings

Staff Response:

- No.

Amleto Pucci	Tinicum Twp., PA	email
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The Bridge should not have LED lighting. Aesthetics from LED glare, and plausibility of manipulating lighting décor from traditional semi-rural lighting in not consistent with the décor and tradition of the community. Frenchtown-Uhlerstown Bridge does not need to be lite brightly like a Bridge Over Troubled Water.

I've lived in Erwinna, PA for 40 years. Bridge lighting has always been sufficient except when there is intense fog, then any driver must go slow.

The real issue for the bridge is inability of the DR Bridge and Toll Commission to put suitable signage to direct oversize vehicles to the Milford Bridge. Signage should explicitly state this. Too, the use of oversize vehicle obstruction warning devices at the entry to bridges is a fairly common traffic engineering control. Why are these devices not being used?

Staff Response:

- This interstate bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. The Commission has fully disclosed that it will outfit the bridge with both new roadway lighting and an additional architectural lighting system.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The inescapable fact regarding installation of further signage at the Uhlerstown-Frenchtown Bridge is that motorists already don't pay attention to many of the signs that are posted there.

Mary Lou Quinlan	Tinicum Twp., PA	email
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Having spent thousands of dollars repairing the sides of our cars, scraped due to the narrowness of the bridge, please consider new kind of bumper guardrails that do not extend so far into the roadway. Even adding six inches of drivable width would help. It is unfairly narrow especially with so many tourists and trucks who plow through and ruin residents' cars.

Staff Response:

- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

Richard Rosamilia	Tinicum Twp., PA	Open House submittal
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Widening if possible to minimize wide vehicles using bridge. Signage on both sides restricting vehicles that exceed lane width. Sign should have LED lighting (blinking) to alert wide vehicle not to enter.

Staff Response:

- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- The Commission can and does enforce weight and height restrictions at its older truss bridges. However, vehicular width restrictions are tough to recognize and enforce. This is why drivers see "narrow bridge" signs across this country. Vehicle width signage will not be added as a part of this project.

Andrew Samuelson	Tinicum Twp., PA	email
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I am not in favor of the LED lighting on the bridge structure. It is not appropriate to the surrounding area. I am favor of the efforts to gain at least 6" roadway clearance by replacing the existing guardrails with narrower structure.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The bridge’s roadway width was a major concern expressed in this project’s public comment process. Accordingly, the project will include removal of the bridge’s current guiderails and installation of narrower railings to protect the structure’s trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

Marco Sanna	Alexandria Twp, NJ	email
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This sounds like a great project, glad to see it in the pipeline. I wanted to be proactive and ask that more detail is released on the proposed LED lighting system. It seems that many locals correlate LED with bright white headlights and aren't aware that it's a far superior and far more durable option over traditional incandescent lighting. Maybe the project managers for this can speak to the color of the lighting that may be used, I think that would soothe some people in town.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The programmable lighting system is a function of the Commission and will be controlled by Commission personnel, primarily from the agency’s headquarters in Lower Makefield, PA. Programming occurs on an as-needed basis.
- The number of programmable lighting displays will vary from year to year based on requests accepted and implemented by the Commission. The Commission expects to post a schedule of pre-programmed annual lighting displays on the respective webpage for the Uhlerstown-Frenchtown lighting system. This scheduled will have a minimum of 47 dates of pre-programmed lighting each year.
- The lighting schedule, lighting policy, and a request form for special lighting events/programs will be posted on a bridge-specific Commission webpage.

Ron Sworen	Frenchtown, NJ	Open House submittal
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1. Glad to see it happening. 2. Last rehab, guard rails were installed with protect super structure it reduced road width by 8". With today's wider SUV's and bigger mirrors, it would help to reduce the size of the guard rails. 3. need some type of height restriction warning on the PA side of the bridge to keep wayward trucks from blocking bridge as they try to cross. NJ uses them to try to keep trucks from hitting the overpasses.

Staff Response:

- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.
- The Commission's Department of Public Safety and Bridge Security is moving to add devices to better protect the bridge against overweight and oversized vehicles – especially from the Pennsylvania side. The measures under consideration include "headache bars" to limit the height of vehicles attempting to cross the bridge, and traffic signals to stop overweight/oversized vehicles from entering onto the bridge.

Chris Szeplaki	Frenchtown, NJ	Open House submittal
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I don't think we need the modern look. Just road lights and walkway lights are fine.

Staff Response:

- Comment noted.

Vicky Szeplaki	Frenchtown, NJ	Open House submittal
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I do not believe we need the decorative lighting. I am okay with the roadway and sidewalk lighting is necessary and warranted. I am not wanting the decorative lighting inside the bridge trusses. Thank you!

Staff Response:

- Comment noted.

Aaron Totten-Lancaster	Frenchtown, NJ	Open House submittal
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I have some concerns with the architectural lighting and the light pollution that comes with it. I am also concerned about the impact the lighting may have on migrating species to include fish, and insects. I also believe that the lighting events which are said to be capped at 24 will or has the potential to become greater than that number. I would love to see a "hard cap" on the number of lighting events allowed. Thank you and appreciate the updates you are making on the bridge.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- There are no studies indicating that the envisioned project will appreciably increase the amount of light to such a degree that it would be disorienting to migrating birds and insect populations.
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- Communities all over the world are utilizing color-changing LED lighting on bridges and other landmarks.
- There will be no cap on lighting displays.
- The number of programmable lighting displays will vary from year to year based on requests accepted and implemented by the Commission. The Commission expects to post a schedule of pre-programmed annual lighting displays on the respective webpage for the Uhlerstown-Frenchtown lighting system. This scheduled will have a minimum of 47 dates of pre-programmed lighting each year.

Alex Vidor	Frenchtown, NJ	Open House submittal
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Here to voice foremost concern for prioritizing containment of paint dust and other debris during construction to protect the health of communities both adjacent to the bridge and down river.

I think the placement of the proposed lighting system is graceful and stands to improve dark-sky visibility.

Because we are a community on the river, our priority, is the experience of being on the river, not the experience of looking at the bridge. I therefore object to the multi-colored lighting proposal, which opens the door to centering the bridge instead of the natural environment where it is situated. Because the DRJTBC maintains full control over these lighting color schemes, rather than the people who have to see it. I strongly

support a lighting installation that doesn't allow anyone that control - e.g. a monochrome system, either by tech or policy.

Staff Response:

- Containment is a major aspect of project planning. The bridge will be outfitted with work platforms and tarping to trap dust and debris. Industrial vacuum equipment will be used to collect paint dust and sandblast media. This is standard procedure for bridge rehabilitation projects such as this one.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- Management of the lighting system will be under control of the Commission, as per policies posted on the Commission's website.

Bruce Wallace	Tinicum Twp., PA	email
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I'm all in support of your efforts to keep the existing Frenchtown Bridge in shape and in service. The pedestrian walkway is particularly valuable.

A more compact guiderail would be a huge improvement to avoid encroaching so much on the vehicle space. If you redeck the bridge, I support a return to the previous deck type just because it was more musical, but this one is fine.

Lighting - whether or not LED lights are installed, the current lighting system should be maintained and used 99% of the time. These 20th century lights are a huge part of the appeal and character of the bridge at night. Maybe on special occasions (Bastille day?) an LED lightshow could be fun but if you do install them, please, don't use them to light the bridge regularly, and do keep and use the existing lighting! That said, I would support an upgrade, if necessary, to the existing lights that maintained their existing appearance and color temperature but made them more energy efficient. Signage and trucks should be improved to keep trucks off the bridge.

Staff Response:

- Under the project, the walkway will be widened to a 5-foot width from the current 3-foot, 9-inch width. Doing the math, the walkway will be 1-foot, 3-inches wider. This additional width will better enable pedestrians walking in opposite directions to pass each other on the walkway. It also should ease passage of cyclists walking their bicycles across the walkway.
- The bridge's roadway width was a major concern expressed in this project's public comment process. Accordingly, the project will include removal of the bridge's current guiderails and installation of narrower railings to protect the structure's trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings.

As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches.

- This rehabilitation will not include replacement of the bridge’s open-steel-grate deck. There is plenty of service life left in the current steel-grate system. (Note: The concrete-filled steel grate sections at the bridge’s entrances, however, will receive epoxy overlays to extend their service lives – ideally until the next rehabilitation is needed.)
- The Uhlerstown-Frenchtown Bridge’s current roadway lighting system is reaching the end of its projected service life.
- The Commission owns, operates, and maintains this bridge. The Commission has duly informed the public that the installations of roadway and architectural lighting will be major construction elements in the upcoming bridge rehabilitation project.
- Management of the lighting system will be under control of the Commission, as per policies posted on the Commission’s website.

Stephen White	Tinicum Twp., PA	email
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Is it possible to arrange for foot traffic during most on all of construction period?

Staff Response:

- No.

Bruce Whittemore	Frenchtown, NJ	email
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There has been no environmental studies done on the wildlife when it comes to the lighting proposed. There is enough light pollution and any new lighting will affect the bird population and other wild life. In addition there has been no input by the Frenchtown community until now, less than a month before final design approval. This town does not need nor want more lighting. Not one person on the on the commission lives in Frenchtown. The lighting will greatly alter the environment and the night sky. The architectural lighting is purely for show and serves no purpose to improve the quality of life of the people of Frenchtown. If anything lightening like this diminishes our quality of life. Please reconsider this design and the purpose you think it serves. We have enough light pollution we don't need more.

Staff Response:

- Environmental studies are unwarranted for a bridge rehabilitation. This project does not involve construction of a new bridge across the river.
- The steel-truss Uhlerstown-Frenchtown Toll-Supported Bridge has had a variety of lighting systems since opening to traffic on Oct. 10, 1931. There are no studies indicating that the envisioned project will appreciably increase the amount of light to such a degree that it would be disorienting to migrating birds and insect populations.

- The Commission owns, operates, and maintains this interstate bridge. The Commission has duly informed the public that the installations of roadway and architectural lighting will be major construction elements in the upcoming bridge rehabilitation project.
- During the Commission’s 90 years of existence, the agency’s state-appointed Commissioners have included individuals from Frenchtown. It currently does not have a Frenchtown resident.
- The bridge is owned and operated by the Delaware River Joint Toll Bridge Commission. The Commission has fully disclosed that it will outfit the bridge with both new roadway lighting and an additional architectural lighting system. The bridge does not belong to the host municipalities of Tinicum, PA. or Frenchtown, N.J., or their residents.
- There most definitely has been input from Frenchtown. This very public comment process reflects that, particularly the following bullet:
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

Tom Williams	Tinicum Twp., PA	email
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1. Make lanes wider by replacing guide rails with something like Calhoun Street Bridge. Pick up 6" in width. 2. Work with PA Dot to paint crosswalk on 32. 3. Work with PA DOT to slow down traffic on 32. 4. Remove water gauge on Rt. Side of Uhlerstown exit along with the bushes to improve sight line to the right.

Staff Response:

- The bridge’s roadway width was a major concern expressed in this project’s public comment process. Accordingly, the project will include removal of the bridge’s current guiderails and installation of narrower railings to protect the structure’s trusses. A curb-height rub rail also is to be installed under the project to help prevent fenders from contacting the new guide railings. As a result of these changes, the fender-height roadway width will be widened by 7 inches -- to 17-feet, 1-inch from the current 16-feet, 6-inches. (Note: The Calhoun Street Bridge’s rectangular steel guide rails are precisely the kind of guide rail system that the Commission now intends to install at its Uhlerstown-Frenchtown Bridge.)
- PA Route 32 is outside of the Commission’s jurisdiction. Individuals seeking crosswalks across PA Route 32/River Road should contact the Pennsylvania Department of Transportation, the local municipality, and state and local police.
- Regarding the U.S. Geological Survey (USGS) equipment along the upstream side of the bridge’s Pennsylvania approach: Because of this constructive comment, the matter is being examined as part of project planning. Possible solutions could include moving the existing equipment box so it will be less of an obstruction to driver sightlines and/or installation of a newer, smaller USGS box. Complete removal of USGS equipment is not an option; the equipment is vital for monitoring river levels, especially in flooding situations.

Thomas Woodruff	Frenchtown, NJ	email
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Non-amber LED & Architectural bridge lighting for the Uhlerstown-Frenchtown Bridge isn't needed.

The Delaware River from just South of Gilbert Generating Station to just north of the Point Pleasant Pumping Station is a National Wild and Scenic River. How is it that someone could consider adding white (or cool) LED and Architectural Bridge lighting to such an area? The website: rivers.gov/river/Delaware-lower mentions that the “river valley contains habitats that do not occur elsewhere in the region.” The “North-facing cliffs exhibit flora and fauna (that are) usually found only in arctic-alpine climates. The river itself provides habitat for American shad, striped bass and river herring. The river is an important component of the Atlantic Flyway, one of four major waterfowl routes in North America.” Other migrating fish are the American eel and the Hickory shad. Migrating Canada geese overwinter in the river in Frenchtown and the surrounding farm fields in the area including Tinicum Township.

We know artificial lighting can impact wildlife. Darksky.org mentions a few animals that can be impacted by it. Chad Moore, formally of the U.S. National Park Service said “When we add light to the environment, that has the potential to disrupt habitat, just like running a bulldozer over the landscape can.” A journal article from Environmental Pollution (vol. 252, Issue Pt B, pages 1671-1677, date 2019) entitled: “Artificial illumination near rivers may alter bat-insect trophic interactions” states “We show that artificial lighting along rivers may affect trophic interactions between bats and insects, resulting in a profound alteration of community structure and dynamics.” Another journal article from Biological Conservation (vol. 241, pages 108259, date 2020) entitled “Light Pollution Is a Driver of Insect Declines” states “Habitat loss, pesticide use, invasive species, and climate change all have likely played a role, but we posit here that artificial light at night (ALAN) is another important — but often overlooked — bringer of the insect apocalypse.” And most interesting is another article from the Journal of Limnology (vol. 83, date: May 22, 2024) entitled “Polarized light pollution on river water surfaces caused by artificial light at night from illuminated bridges and surroundings”

Their finding: “Bridge illumination gave rise to night-time illuminated paths across aquatic systems. However, if bridge artificial light at night (ALAN) reach water bodies, it can result in polarized light pollution (PLP), which might alter the optical conditions of a river by night and potentially interfere with moonlight polarization signals reflected off the water’s surface. It is a night-time phenomenon that can detrimentally

change the behavior of organisms sensitive to horizontally reflected polarized moonlight, a navigational cue and signal known to be used by flying water-seeking insects to detect suitable aquatic habitats to reproduce and lay eggs.

The DRJTBC is planning to stop the Architectural lighting of the New Hope-Lambertville Bridge during the Shad migration season based on a request from the Lewis Fishery in Lambertville. What about other migrating and non-migrating wildlife? Shouldn't these be given consideration? Also, migrating wildlife do not stay in one place, they move. Would it not make sense to limit detrimental lighting on all Delaware bridges in order to provide further protection? Implementing Dark Sky standards as much as possible would help mitigate the impact on wildlife. Implementing non-amber LED lighting and Architectural Bridge Lighting would do just the opposite.

If LED lighting is used for the bridge deck and walkway, it should be amber. Meaning it should be at or below 2200 degrees Kelvin. According to vegandesign.org: "Anything exceeding that number indicates blue lighting. Countless studies have shown a decrease in disruptions of fish, birds, mammals, and plants in places where amber lighting is used. Amber LED's contain long wavelengths that give you enough lighting to be able to see without disturbing nocturnal animals. Since animals can't notice the long wavelengths that amber lighting puts off, the light doesn't disrupt their natural patterns. Unlike white lights, amber lighting has a lower contribution to pollution because blue light scatters more in the atmosphere." A journal article from *Environmental Pollution* (vol. 240, pages 630 to 636, dated 2018) studied the impact of the transition of nocturnal lighting from low pressure sodium to 4000K LED lighting on primary producers in periphyton (an important food source for invertebrates, tadpoles, and some fish according to Wikipedia). The transition to LED lighting reduced, by up to 62%, the biomass of periphyton. This is certainly not a desirable effect on the food chain.

Lastly, Frenchtown is the terminus of the Delaware River Scenic Byway. It is a transportation corridor that has "outstanding scenic, natural, recreational, cultural, historic or archaeological significance" I doubt the proposed bridge lighting would be in character with a mid 19th century/early 20th century town such as Frenchtown, Uhlerstown and its surrounding rural areas. It might not impact a densely populated area such as NYC although one could argue that bridge lighting over the Hudson would have effect even there.

Staff Response:

- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto

the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.

- The writer here is conflating reports and situations that are inapplicable to a low-height interstate bridge.
- DarkSky International has no regulatory authority over a bi-state agency with a federal compact.
- The writer here misstates what the Commission has committed to doing with respect to spring spawning runs of shad at the New Hope-Lambertville Bridge. The Commission did not say it would stop that bridge’s architectural lighting during the shad runs. It said the following: “The Commission ... would be open to turning off pier lighting during annual shad runs.”
- The Delaware River Scenic Byway has no regulatory authority over a bi-state agency with a federal compact.
- LED lights are everywhere. An article published on Statistica.com in February states: “Light-emitting diodes (LEDs) are gradually taking over the global lighting market. While in 2019, almost half of all light sources in the world were LEDs, it is projected that by 2030, some 87 percent of all light sources will be LEDs. This growing adoption rate is reflected in the size of the global LED market. Sized at about 70 billion U.S. dollars in 2019, the global LED market is expected to grow to almost 100 billion U.S. dollars in 2030.”
- The Commission appreciates this writer’s advocacy, but the agency is proceeding with its plans to outfit this bridge with a color-programable LED architectural lighting system.

Armin Zomorodi	Frenchtown, NJ	email
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I am a resident of Frenchtown and would like to submit the following public comments for the record. I fully support the stabilization of the bridge and the widening and updating of the pedestrian lane. At present, the pedestrian lane is very narrow and doesn't allow people to comfortably pass each other without ducking between the structure. I would also encourage the commission to consider upgrading the roadway surface so bicycles can travel on the roadway and not on the pedestrian lane. I object to the proposed architectural lighting feature. While updating the necessary lighting for safety and visibility with modern LED fixtures is a welcome change, the proposed decorative lighting examples are garish and not in keeping with the understated character of the bridge. They are potentially disruptive to wildlife and would be minimally visible given the sight lines of the bridge from roadways. I believe the money for design and installation of this decorative lighting would be better dedicated to improving the structure and services of this bridge for the New Jersey and Pennsylvania pedestrians, cyclists, and motorists it serves.

Staff Response:

- No to allowing integration of bicyclists and motor vehicles on the bridge's open steel-grate roadway. For obvious safety reasons, bicycles must be walked across the walkway.
- Uhlerstown-Frenchtown Bridge users should be wary of photographs of the Northampton Street Bridge between Easton, PA. and Phillipsburg, N.J. that have been posted on Facebook pages in the Uhlerstown and Frenchtown areas. Many of those photographs depict the Northampton Street Bridge while its new architectural lighting system was undergoing testing for its color-changing and brightness/dimming capabilities. Those photographs are not representative of how the architectural lighting will look at the Uhlerstown-Frenchtown Bridge.
- Both the architectural and roadway lighting systems are being designed in a manner to direct lighting onto the structure itself. Light is not being broadcast directly into the night skies, onto the river, or into nearby neighborhoods. The public input received during this public comment process has compelled the lighting system designers to further refine their plans by prescribing warmer lighting that is more environmentally friendly, by shifting up-lighting to a downward orientation, and by re-aiming direct-view luminaires downward.
- The steel-truss Uhlerstown-Frenchtown Toll-Supported Bridge has had a variety of lighting systems since opening to traffic on Oct. 10, 1931. There are no studies indicating that the envisioned project will appreciably increase the amount of light to such a degree that it would be disorienting to migrating birds and insect populations.