



Preserving Our Past, Enhancing Our Future

Making the Difference



ANNUAL REPORT 2010



New Hope-Lambertville Toll-Supported Bridge (front)
New Hope-Lambertville Toll Bridge (rear)

Contents

A Message from the Executive Director 3

Staff 4

Commissioners 5

E-ZPass Improvements 6

Bridge & Facility Projects 10

Scudder Falls Bridge Project 18

Compact Authorized Investment Program 22

Other 2010 Accomplishments 24

A Year to Remember 28

Mission 30

About the Commission 30

Statement of Assets 31

Traffic Counts 32

Photo credits

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Among the photographers and firms providing images for this report are AECOM, Mario Burger, ETCC, Carol H. Feeley, Hill International, Leroy Kromis, Lawrence Ogden, Pocono Record, Dawin Rodriguez, Ron Saari, Ed Savaria, Andy Smith, Mike Straub, Cie Stroud, and Trumbull Construction Management Services.

Cover photo: Ed Savaria

Inside front cover, centerfold, envelope:
Lawrence Ogden

Inside back cover: Ron Saari

Back cover: Andy Smith

Page 2: Mario Burger

Page 20: Leroy Kromis

Cover photo: Express E-ZPass/Open Road Tolling facility at modernized I-78 Toll Plaza.



I-78 Toll Bridge



A Message from the Executive Director

The Delaware River Joint Toll Bridge Commission recorded numerous achievements in 2010, improving customer service, strengthening accountability and enhancing performance. The progress could be seen at toll plazas, at our most historic bridges, and in every facet of our operations. The agency made a difference in the following ways in 2010:

- Open Road Tolling (Express E-ZPass) facilities were constructed and opened at the Commission's I-78 and Delaware Water Gap (I-80) Toll Bridges;
- Gates were removed from E-ZPass toll-collection lanes as the agency installed a new Violation Enforcement System (VES) of high-resolution cameras and near-infrared lights to identify and track toll violators;
- An E-ZPass Violation Processing Center was brought online to facilitate the collection of tolls and fees from toll scofflaws;
- A permanent program was established to increase capital project subcontracting opportunities for minority- and women-owned businesses and other small companies;
- A two-day public hearing was conducted on the voluminous Environmental Assessment

document the agency prepared for its I-95/Scudder Falls Bridge Improvement Project, the largest capital initiative in the Commission's history;

- A new financial management software system was implemented to improve accountability and employee performance;
- The 126-year-old Calhoun Street Toll-Supported Bridge—our oldest superstructure—and the Riegelsville Toll-Supported Bridge underwent comprehensive rehabilitations that garnered the praise of motorists and historic preservationists alike;
- A series of repairs and improvements were carried out at the Washington Crossing Toll-Supported Bridge under a project that included the construction of a limited-access boat ramp that will allow local emergency agencies to significantly shorten river-rescue response times;
- And our Portland-Columbia Toll Bridge facility was improved under a multi-faceted project that included the construction of a new salt storage facility for combatting winter storms.

The year 2010 ranks as the busiest to date in the execution of the \$1.2 billion capital program

we initiated in 2001. By year's end, the ledger of completed projects swelled beyond 90 with a total value exceeding \$400 million.

Additional projects advanced in the planning pipeline during the year. These included the Easton-Phillipsburg (Route 22) Toll Bridge which underwent a comprehensive inspection for a 2013 rehabilitation project and the I-95/Scudder Falls Bridge Improvement Project which had archaeological work get underway on the New Jersey side of the river. Meanwhile, work zones and construction trailers were put in place for ambitious rehabilitation projects that would commence in early 2011 at the Upper Black Eddy-Milford Toll-Supported Bridge and the Delaware Water Gap (I-80) Toll Bridge.

The theme for this annual report is "Making the Difference," because that is precisely what we sought to achieve at every level of the Commission during 2010. Please review this annual report and see how we are working every day to improve our transportation facilities and services to better meet the needs of the bistate region, our host communities, and our customers.

A handwritten signature in black ink, appearing to read "D. J. [unclear]". The signature is fluid and cursive, written over a white background.

Staff

FRANK G. McCARTNEY

Executive Director

FRANK J. TOLOTTA

Deputy Executive Director of Operations

GEORGE G. ALEXANDRIDIS, P.E.

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SEAN P. McNEELEY

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Director of Purchasing

JAMES P. STETTNER

Director of Security, Safety and Training

FRANK L. BERUTA

District I Superintendent (Acting)

LENDELL JONES

District II Superintendent

BRYAN L. HILL

District III Superintendent

Commissioners

The Delaware River Joint Toll Bridge Commission is governed by a board of 10 commissioners—five from each state. The New Jersey members are nominated by the Governor and confirmed by the state Senate for three-year terms; the Pennsylvania members are appointed by the Governor and serve at his pleasure. The Commissioners are not compensated for their service.

New Jersey

David R. DeGerolamo, *Chairman*
Donald Hart
William J. Hodas
Yuki Moore Laurenti
Harry Zikas, Jr.

Pennsylvania

Gaetan J. Alfano, Esq., *Vice Chairman*
James L. Broughal, Esq., *Secretary-Treasurer*
Bernard A. Griggs, Jr.
Melissa Heller
John Prevoznik, Esq.



Front row, left to right: William J. Hodas, David R. DeGerolamo, Gaetan J. Alfano, James L. Broughal. Back row, left to right: Donald Hart, Harry Zikas, Jr., Melissa Heller, Yuki Moore Laurenti, Bernard A. Griggs, Jr., John Prevoznik.

Commission Delivers on Promise to Improve E-ZPass in 2010

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The Commission's electronic toll collection efforts were enhanced in multiple ways during 2010 through the execution of several capital projects, a modest marketing campaign, and the utilization of new venues to sign up E-ZPass customers.

These efforts moved the agency's E-ZPass system to new levels of efficiency and performance, demonstrating how modern technologies can be successfully deployed to reduce traffic congestion and air pollutants at toll-collection choke points.

The year's improvements included the removal of traffic control arms (gates) at all of the agency's E-ZPass toll lanes, the completion of a two-lane Express E-ZPass facility at the agency's I-78 Toll Bridge, the preliminary installation of a single Express E-ZPass lane at the Delaware Water Gap (I-80) Toll Bridge, and the start-up of an E-ZPass Violation Processing Center to identify, track down and charge toll scofflaws. The gate-removal undertaking—the core element of the Commission's Electronic Toll Collection System Enhancement



Project—involved the installation of high-resolution cameras, light sensors and near-infrared flashes to identify and track toll violators.

With the onset of gate removals and the start of construction on the Express E-ZPass projects, the Commission worked with its media consultant—Bellevue Communications—to produce an advertising campaign aimed at promoting the advantages of E-ZPass ownership. This included the development of television and radio commercials specifically tailored for each of the agency's three media markets. It also included print and Internet advertisements and the development of a promotional brochure aimed at encouraging more cash-paying motorists to sign up for E-ZPass accounts.

Also during the year, the Commission expanded the variety of locations for its E-ZPass QuickStart program, which expedites the application process for motorists so they can acquire an E-ZPass account and drive away with an active toll transponder in as little as 10 minutes. All totaled, the Commission's E-ZPass Department conducted E-ZPass sign-up sessions at 19 different locations in 2010. The sites were spread across the Commission's river-region jurisdiction and included car washes, large shopping malls, and major regional

events such as Lambertville's Shad Fest, the Lehigh Valley Chamber of Commerce's Trade Fair, and Greater Pocono Chamber of Commerce's Business Expo 2010.

The removal of toll gates in E-ZPass lanes and the introduction of open-road-tolling facilities should continue to give cash-paying motorists further motivation to join the E-ZPass program for the foreseeable future.



Express E-ZPass Facility Opens at I-78 Toll Plaza

The advantages of E-ZPass toll paying rose exponentially in 2010 when the Commission opened its first Express E-ZPass/Open Road Tolling lanes on I-78 in Williams Township, Pa.

The new two-lane, high-volume electronic toll collection facility immediately eliminated the long traffic queues that regularly inundated the previous barrier toll plaza that had been in operation at the location for slightly more than 20 years. The traffic congestion often was exacerbated by the high volume of trucks—more than 2 million a year—that travel from the ports of North Jersey and New York to Pennsylvania’s Lehigh Valley and points west.

Construction for the Express E-ZPass project began in early January with the removal of gates at the old toll plaza. The project presented an enormous challenge to



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the driving public because it necessitated the removal of three conventional toll booth lanes at the location’s old seven-lane toll plaza.

To keep motorists informed and to provide them with a means of commenting on the work, the Commission operated a toll-free project hotline during the construction phase. The Commission also utilized the New Jersey 511 travel alert system for the first time to warn I-78 motorists of construction-related delays.

The project reached substantial completion on May 13 with the opening of the modernized toll-collection facility: a two-lane space-frame Express E-ZPass gantry of cameras, tag readers and near-infrared lights on the left and a scaled-down four-lane barrier toll plaza on the right to handle both E-ZPass and cash transactions. The opening occurred nearly two weeks ahead of the originally scheduled target date.

The express lanes allow E-ZPass users to pay their tolls while driving at highway speeds. Each express lane can process up to 2,000 vehicles per hour as opposed to 400 vehicles per hour in a cash lane.

The Commission designed the project to address congestion at its I-78 Toll Bridge, speed the flow of interstate commerce between the states, and improve convenience for E-ZPass customers. The project has proved its worth, consistently

handling more than 50 percent of traffic at the busy location on a daily basis.

Over time, the project should continue to pay dividends. Truck volumes at the toll facility are anticipated to rise significantly once larger, “post-Panamax” container ships come to New York/New Jersey ports following completion of the Panama Canal widening project in 2014.



Single Express E-ZPass Lane Opens on Schedule at Delaware Water Gap (I-80) Toll Bridge

The Delaware Water Gap (I-80) Toll Bridge is one of the Commission's busiest river crossings. The bridge handles Pennsylvania residents commuting to jobs in North Jersey and New York, metropolitan-area residents traveling to Pocono Mountain resort destinations, and interstate truck traffic shuttling between Midwest and Northeast terminals.

With average daily traffic counts in excess of 50,000 vehicles and an inefficient eight-lane barrier toll plaza, the Commission considered its Delaware Water Gap facility as an excellent candidate for Express E-ZPass/Open Road Tolling (ORT). As a result, the Commission in 2008 fast tracked the study and design of a project to implement Express E-ZPass at the location.



In 2010, the Commission turned the concepts and plans into a reality through a construction project that established a single Express E-ZPass lane on the Pennsylvania side of the toll bridge. The work, which is continuing into 2011, will also involve the installation of new signage, paving and line striping, and a reconfiguration of the barrier toll plaza into a more efficient five-lane structure.

Work on the project commenced in August 2010, but all significant project-related traffic restrictions were postponed until after Labor Day to mitigate the impact on the region's tourism economy. A compressed construction schedule subsequently was employed through the fall months so the Express E-ZPass lane could be brought online in time to handle the heavy traffic volumes of the Thanksgiving Day holiday weekend.

The single Express E-ZPass lane opened in a temporary configuration—as promised—on November 22, 2010. The express lane has since handled approximately 50 percent of all toll transactions at the bridge, a remarkable accomplishment.

The Express E-ZPass facility at the Delaware Water Gap is noticeably different from its counterpart at the

Commission's I-78 Toll Bridge. Instead of a space-frame gantry, the I-80 facility consists of a series of large tubular steel "mono tubes" to suspend the Express E-ZPass system's network of cameras, tag readers and near-infrared lights. This design is consistent with the toll plaza's pre-existing mono-tube sign structure.

Another difference from I-78 is that only a single express travel lane could be opened at the Delaware Water Gap, owing to the fact that an overpass currently constricts the width of I-80 a short distance west of the Commission's toll facility. If this situation were to change, however, the Commission will be ready. The project at "The Gap" includes the installation of an extra-wide shoulder that could be converted easily to a second express lane if the impeding overpass is ever reconstructed to allow for a wider highway corridor with more travel lanes.



“ Customers Voice Appreciation for Express E-ZPass at Delaware Water Gap ”

After the Express E-ZPass lane opened for service at the Delaware Water Gap Toll Bridge, the Commission asked customers to provide feedback on the new facility and how it was affecting their commutes. The Commission received responses from a variety of motorists, the majority of whom were overwhelmingly positive and appreciative. Here are some of the reactions:



“It has helped me tremendously. It has sped up the process of getting home, especially on Fridays and travel holiday weekends.”

—Curtis Lawrence, Saylorsburg, Pa.

“I think it was a great addition to the toll plaza because it really speeds things up. I hated going through that toll plaza before. But this changes everything. It makes commuting fun.”

—Ralph Romeo, East Stroudsburg, Pa.



“The express lane is the best ever. It makes things go so much faster. I avoid all the lines of people paying a cash toll.”

—Rose Marie Cutropia, Stroudsburg, Pa.



Rehabilitation Project Breathes New Life into Historic Calhoun Street Bridge

The Calhoun Street Toll-Supported Bridge has been in service for more than 125 years. It is the Commission's oldest superstructure and the only bridge in the agency's system constructed of wrought-iron truss members. It was the original Delaware River crossing location for the Lincoln Highway, the nation's first coast-to-coast motorway.

The Commission breathed new life into the venerable span in 2010 with an extensive rehabilitation project that involved nearly six months of construction activities. The work put the bridge in a state of condition that will enable future generations to long appreciate its Victorian-era elegance and American industrial-age durability.

The rehabilitation of the Phoenix-Pratt style truss bridge got underway in mid-April. A four-month shutdown of the bridge to vehicular and pedestrian traffic was initiated on May 24 and remained in effect until the evening of September 24. The closure was timed to coincide with the summer months, when traffic numbers at the crossing annually make a noticeable decline.

The uninterrupted shutdown had been presented to area residents and bridge users as a scheduling option during an extensive 2009 public involvement process. Slightly more than 75 percent of participants in that process favored the complete shutdown option as a way to speed project work and reduce construction costs.



Major project elements included replacement of the bridge roadway floor system, repairs of the iron truss, blast cleaning and painting of the superstructure, repairs to the substructure and approach roadways, and improvements to the bridge rail and sidewalk safety features, along with new bridge lighting.

The project involved the use of the following materials:

- 70 new galvanized steel floor beams
- 25,075 square feet of open-steel grating
- 2,545 feet of floor-mounted guide rails
- 24-million-board-feet of treated-wood walkway decking
- 29 "period-lighting" fixtures
- 254 square feet of new signage
- 971 square yards of paving
- 3 coats of paint—organic zinc-rich primer, polyurethane mid coat, and "antique bronze" colored finish coat

- 4 upgraded traffic lights
- 18,625 feet of electrical wiring

All of the rehabilitation work was completed on October 8. A rededication ceremony was held on October 12 and included remarks by local elected officials and a Trenton-area historian. A highlight of the event was a ceremonial firearms salute by members of the 6th Regiment—U.S. Colored Troops reenactment group of Trenton.



Calhoun Street Bridge Boasts a Rich History



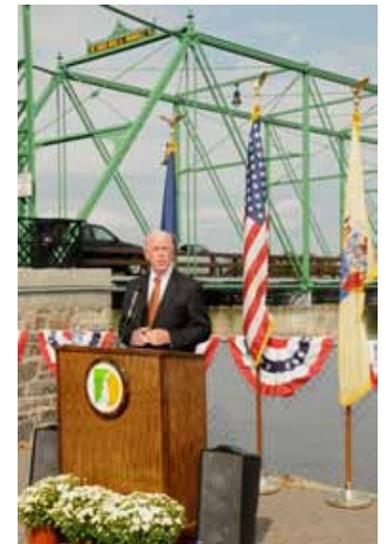
The Commission's oldest existing span, the bridge officially opened to traffic on October 20, 1884 with 16 two-horse vehicles, 7 one-horse vehicles, and 175 pedestrians crossing the bridge that day. While it has undergone a series of repairs, rehabilitations, and modifications, the wrought-iron superstructure connecting Trenton, N.J. and Morrisville, Pa. continues to stand the test of time.

Originally constructed as a privately owned toll bridge, the historic span has a total length of 1,274 feet—the longest through-truss bridge in the DRJTBC's inventory. Its wrought-iron truss components were produced by a subsidiary of the Phoenix Iron Works, the same Phoenixville, Pa. company that manufactured the internal iron work for the Washington Monument in our nation's capital.

The bridge was part of the original 3,389 mile-long Lincoln Highway—America's first trans-continental roadway, which connected New York City with San Francisco. The bridge was included in the highway until 1920, when the route was changed to a non-toll bridge. The crossing still has a sign referencing its Lincoln Highway past. Located on the bridge's downstream side near the Pennsylvania abutment, the sign was restored as part of the most recent rehabilitation project.

The stone masonry piers and abutments that support the Calhoun Street Bridge's superstructure date back to the City Bridge, a wooden bridge that opened to traffic on July 1, 1861. The City Bridge, located above the Trenton Falls, remained in service for 23 years before being destroyed on June 25, 1884 in a spectacular fire believed to have been caused by a careless cigar smoker. The Trenton City Bridge Company decided to replace the bridge soon after its destruction, opting to construct an iron-truss structure upon the existing piers and abutments of the old bridge. The new bridge reportedly was constructed by 83 workmen in a span of just 60 days under the guidance of the Phoenix Bridge Company.

Originally a toll bridge, the bridge was purchased by the states of Pennsylvania and New Jersey and freed of tolls on November 14, 1928. The states assigned operations of the bridge to the so-called Joint Commission for the Elimination of Toll Bridges—the DRJTBC's predecessor agency. The DRJTBC, which was created in December 1934, operated the bridge with tax revenues provided by the two states for more than 50 years. On July 1, 1987, the states transferred ownership of the bridge to the DRJTBC. The Commission has owned and operated the bridge ever since with revenues collected at the agency's seven toll bridges.



New Salt Shed Leads List of Improvements Near Portland-Columbia Toll Bridge

Enhanced winter-storm response capability, improved safety for motorists and toll collectors, and a cleaner environment were among the dividends of a multi-element project that was carried out in the area of the Commission's Portland-Columbia Toll Bridge in 2010.

While it was not as highly publicized as other Commission endeavors in 2010, the Portland-Columbia project consolidated a series of needed repairs and improvements at the facility under a single program.



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A key project component was the construction of a 2,000-ton salt storage barn at the Commission's satellite property in Portland, Pa. The new sprawling facility boosts the agency's ability to combat snow and ice events at the Portland-Columbia Toll Bridge while providing backup, if needed, for the Delaware Water Gap (I-80) Toll Bridge about five miles to the north.

The salt-storage facility is the latest example of how the Commission seeks to be a good neighbor when undertaking its various projects. Rather than construct a conventional salt dome, the agency requested the building designer to employ a style that would blend in with the area's rural character. So, a barn-like, high-arch gambrel structure was chosen.

Another project element was the installation of a sewer line connecting the toll bridge's administration building to the new Portland Borough municipal sanitary sewer system. Previously, the administration building utilized a septic field, a less desirable form of waste treatment.

Other project work items included the following:

- Resetting, cleaning and painting of the bearings on the Locust Street overpass structure in the Columbia section of Knowlton Township, N.J.;

- Repairs to the Locust Street overpass's substructure;
- Installation of impact attenuators at the bridge's toll plaza in Portland, Pa., an upgrade of benefit to drivers and employees alike;

- Repairs to the concrete islands in the toll plaza;
- Milling, resurfacing and restriping of parking lots and driveways at the toll plaza's administration building and a satellite storage yard;
- Installation of curbing and sidewalks at the administration building area and the satellite storage yard; and
- Restriping in the area of the toll plaza.

Construction began in June and work reached substantial completion over a month ahead of schedule in early October. The Portland-Columbia Toll Bridge connects PA Route 611 with U.S. Route 46 in New Jersey. The bridge opened to traffic on December 1, 1953. In 2010, the bridge carried a daily average of 7,800 vehicles across the Delaware River.

Commission Makes Near-Term Improvements to Washington Crossing Toll-Supported Bridge

When engineers examined the various options for addressing bulging masonry on the upstream side of the Pennsylvania abutment for the Washington Crossing Toll-Supported Bridge, it was readily apparent that a traffic shutdown would be necessary.

Faced with this unfortunate and unavoidable reality, engineers decided to make the best out of a bad situation by using an anticipated bridge closure as an opportunity to carry out a more expansive near-term improvement project at the bridge during the summer of 2010.

Construction activities on the project kicked off with the onset of a 46-day closure to vehicular and pedestrian traffic on August 9. The 46-day shutdown was the shortest option presented to the public for consideration during a 2009 outreach effort the Commission conducted to help plan the project.

Major work elements included repairs to the Pennsylvania bridge abutment, walkway enhancements, pier improvements, new expansion joints, repairs to the bridge's structural steel, signage upgrades, repaving of the bridge's approaches, and installation of an emergency boat launch facility several hundred yards upstream of the bridge.

The Commission also made a major aesthetic improvement to the bridge: installing a stone façade on the bridge's second pier from the Pennsylvania abutment. This change provided uniformity with the



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bridge's four other stone-masonry piers—all of which date back to 1831 when the original wooden bridge at the location was constructed. Decades ago, the second pier had been outfitted with a smooth concrete

mortar exterior to address damage caused by periodic flooding and ice buildups along the river. The Commission felt that the conformity of the bridge piers was important given the bucolic and historic setting, which is in close proximity to where General George Washington led

American patriots in a famous winter river crossing on Christmas Day, 1776 before a surprise attack on Hessian troops in nearby Trenton.

New Boat Ramp Will Aid Washington's Crossing Re-Enactors, Emergency Services

It is not every day that a General George Washington re-enactor gets involved with a Commission project, but that is exactly what happened in December 2010 when officials dedicated a new boat ramp the agency constructed slightly upriver of the Washington Crossing Toll-Supported Bridge.

Washington, as portrayed by Bristol Police Lieutenant John Godzieba, teamed with representatives of the Pennsylvania Historical and Museum Commission, Friends of Washington Crossing Park, Bridge Commission executives, and local emergency response officials for a brief ceremony marking the completion of the boat ramp. The event took place two weeks before its first use in the annual reenactment of Washington's immortalized Christmas Day crossing of the Delaware River.

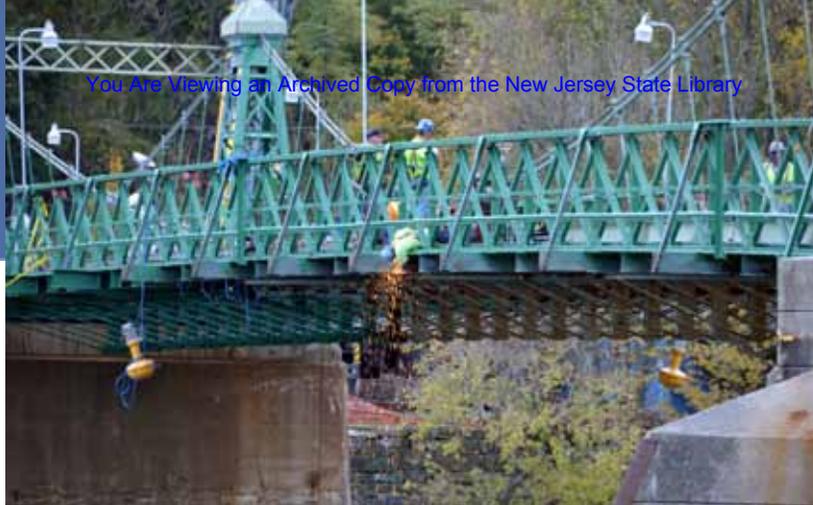
The facility is the latest example of how the Commission attempts to partner with local communities and agencies when planning and carrying out its capital projects. Besides providing historical reenactment enthusiasts with a safer and more economical means of river access, the boat launch reportedly will help reduce the response time of river rescues in the area by as much as six minutes.



Rehabilitation Project Enhances Legacy of Riegelsville Toll-Supported Bridge

During the summer of 2010, the Commission launched a major rehabilitation of the Riegelsville Toll-Supported Bridge—one of the agency’s oldest and most unique bridges. The river crossing is the only vehicular suspension span in the Commission’s 20-bridge system and is heralded by bridge historians as one of the few (if not the only) remaining American multi-span highway suspension bridges with continuous cables. Constructed 106 years ago, the bridge was built by John A. Roebling’s Sons Company, the famous steel wire rope manufacturing firm that built the world-renowned Brooklyn Bridge.

Given the bridge’s historic pedigree and the enormous amount of civic pride the local community takes in the



bridge, the Commission took great care in crafting a rehabilitation project that would preserve the bridge’s historical integrity while incorporating more modern and durable materials to enhance the structure’s safety and performance.

As with prior rehabilitations at many of the Commission’s two-lane truss bridges, local community input regarding the staging and scheduling of the project played a major role in the Commission’s decision-making process. This proven approach recognizes how these crossings serve as vital links between river communities and how construction activities can impact small businesses and local tourism. Based on input from residents, businesses, and motorists who rely on the Riegelsville Bridge, the Commission used an assortment of off-peak weekday alternating lane closures, overnight bridge shutdowns and weekend closures to carry out the project. The intermittent traffic restrictions succeeded in minimizing local economic and travel impacts.

Site preparation activities for the project commenced in mid-July. Substantial completion of the project was

achieved as scheduled in early December, ending the overnight and weekend bridge closures that had been employed to carry out major work activities. Total project completion was not expected to occur until the spring of 2011.

Major project elements included replacement of the bridge’s deck, floor system and timber sidewalks; repainting of the superstructure; repairs to the piers and abutments above the waterline; lighting upgrades; and signage improvements on the bridge’s approaches. The repairs and improvements carried out under the project enabled the Commission to approve a higher load rating for the bridge in December—to 3 tons from 2½ tons.

The Riegelsville Toll-Supported Bridge connects the Borough of Riegelsville, Pa. with Pohatcong Township, N.J. The bridge handled a daily average of 3,100 vehicles in 2010.



Scour Remediation/Substructure Repair Project Safeguards Bridge Piers and Abutments

Moving water is one of nature's most powerful forces. Whether by a slow but unceasing current over a protracted period or by a raging flood of limited duration, water in motion has an inherently erosive effect.

For this reason, the Commission periodically examines how the Delaware River's relentless current is affecting the structural integrity of the piers and abutments that support the agency's bridges. This was especially the case after successive floods inundated the river region in 2005 and 2006. The Commission launched underwater inspections of bridge support systems after each of those floods and the findings formed the basis for a far-reaching 2010 project that repaired a litany of bridge piers and abutments and mitigated the erosion of river sediments around those structures.

Officially entitled the Districts 1, 2 & 3 Substructure Repair and Scour Remediation Project, the two-year undertaking will eventually address deficiencies identified at 15 of the agency's 20 bridges. A key focus of the work is scour remediation—the replacement of stones and aggregate on the river bottom at the base of bridge piers—and repairs to corresponding concrete aprons that cap the protective stone.

Scour—the erosion of rocks and sediments from around bridge piers and abutments—is the leading cause of bridge failures in the United States. According to a report issued by the Federal Highway



Administration, scour accounts for roughly 60 percent of the bridge failures in the national highway system.

In addition to scour remediation, the project involves debris removal from around bridge substructures, concrete and crack repairs, masonry repairs, and repair of bridge foundations.

The Commission launched the first phase of the project in September 2010. This work, which focused on 12 bridges, frequently involved the use of cofferdams to create water-free work spaces around bridge piers so

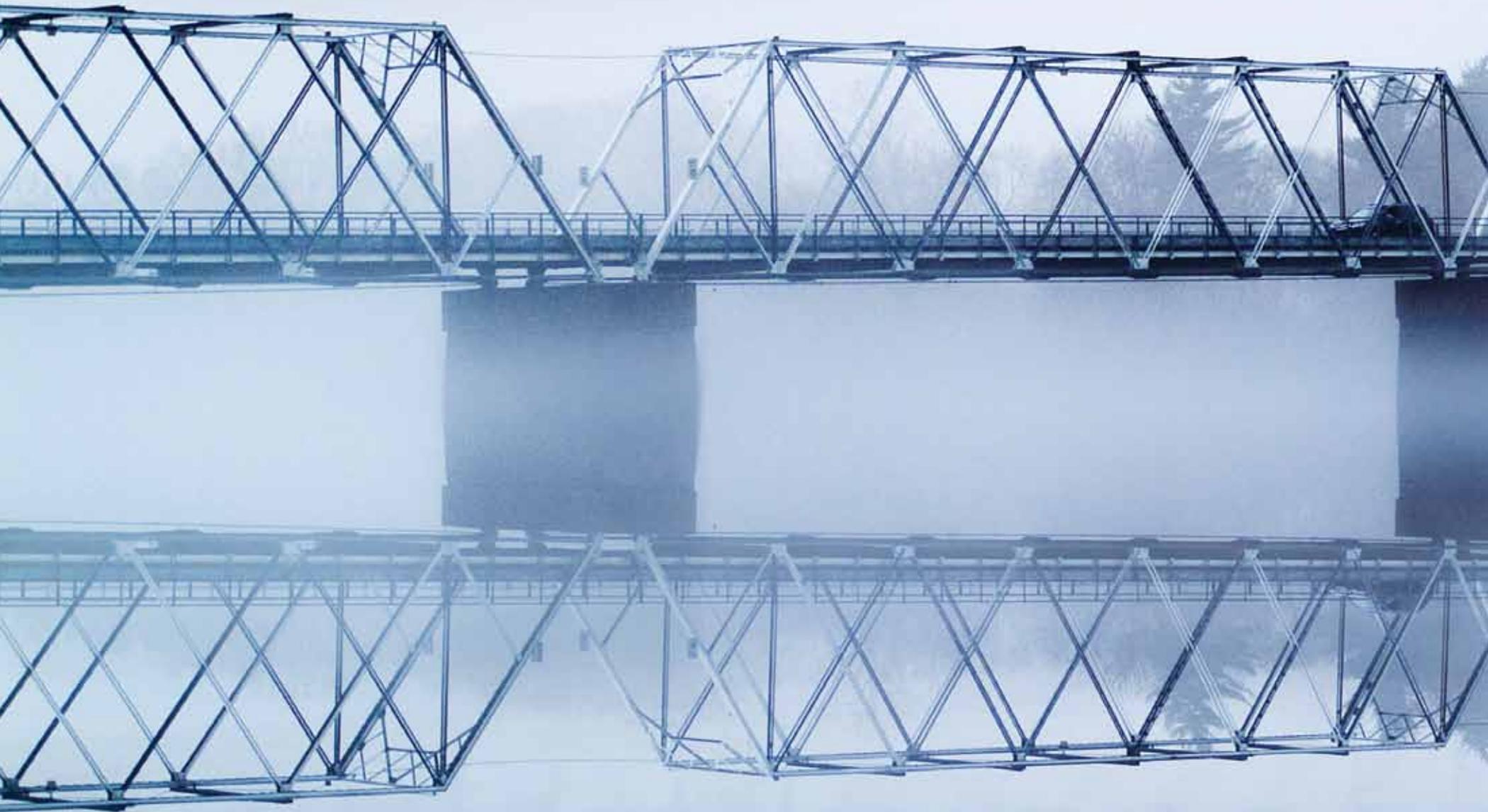


masons could repoint worn mortar joints, replace missing stones, and repair cracks. The cofferdams were created through the placement of large white sand-filled bags called "Super Sacks®" to form a ring around an individual pier. Once in place, the

dammed inner area would be pumped free of water. While the cofferdams were in place, the Commission took the opportunity to inspect and document any exposed areas of original foundations which had not been viewed since original construction, in some cases, over 150 years ago. In addition to inspection of the uncovered foundation elements, there was an archaeological component of the documentation to meet environmental permitting requirements.

Contractors used large boom cranes, raft-like work platforms or ladders and scaffolding to access piers and abutments and to deliver tools and materials to repair sites.

A second-phase project—scheduled to take place during the second half of 2011—will address scour and substructure deficiencies at eight bridges, including five structures that could be only partially tended to during the project's first phase due primarily to consideration of migration and breeding seasons of sensitive wildlife species.



Washington Crossing Toll-Supported Bridge



Preparation for Massive Scudder Falls Bridge Project Moves Forward

A series of new developments in 2010 moved the I-95/Scudder Falls Bridge Improvement Project closer to final design and eventual construction.

The project's core element is the replacement of the existing Scudder Falls Bridge with a new structure consisting of six through-travel lanes, two auxiliary lanes in the northbound direction and one auxiliary lane in the southbound direction. Other project elements include reconstruction of the busy interchanges at both ends of the bridge and widening of I-95 in Pennsylvania by adding one travel lane in each direction through utilization of the current grass median that stretches from the bridge to the PA Route 332 interchange.

It is the Commission's marquee project. Now projected to cost \$322 million, it promises to be the largest single capital investment in the agency's history.

The Commission achieved the following progress on project-preparation efforts during 2010:

- Conducted a well-attended dual venue open house/public hearing on the 561-page Environmental Assessment (EA) document that was released for public review on December 9, 2009;
- Concluded a 45-day public comment period on the EA with more than 600 people participating in some manner;
- Announced that an \$18 million pedestrian/bike path—easily the topic that generated the most



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comments during the EA review process—would be included in the project;

- Entered into a Programmatic Agreement with the Federal Highway Administration and the N.J. and Pa. State Historic Preservation Offices and Departments of Transportation that identifies mitigation measures to be undertaken to address project impacts to the Delaware & Raritan Canal in New Jersey and archaeological sites in the two states;
- Received a final Biological Opinion from the National Marine Fisheries Service, wherein a “no jeopardy” determination was made with regard to impacts on threatened and endangered species;
- Launched a traffic diversion study to gauge how a cashless tolling facility in the southbound direction on the bridge will affect regional traffic congestion



during weekday-evening peak driving periods—New Jersey to Pennsylvania—and whether an inordinate amount of traffic will divert to and overwhelm other nearby bridges and local roadways (Cashless tolling will enable customers to pay tolls electronically or by mail, eliminating the need for conventional toll booths.);

- Initiated the first of two archaeological investigations to be conducted by AECOM, the project's design management consultant, to retrieve and catalog Native American artifacts buried on property where the replacement bridge is to be constructed;
- Responded to a request by Pennsylvania Governor Ed Rendell and New Jersey Governor Chris Christie to seek proposals from financial and legal advisory service firms to assist the Commission with the potential procurement of a Public Private Partnership (P3) to carry out the project.

Given the absence of federal and state financial support for the initiative, the Commission has committed to self-fund the project, including the portions involving facilities owned by the New Jersey and Pennsylvania Departments of Transportation. To cover the costs, the Commission—via a resolution approved in December 2009—authorized tolling to be deployed at the new bridge once it is built. In October 2010, the Commission began preparation of an addendum to the project's Environmental Assessment to include the cashless tolling decision.



When construction is completed on a new Scudder Falls Bridge, the new dual-span bridge will be able to convey more than motor vehicles. Pedestrians and bicyclists will be able to cross it, too.

The Commission announced in April that the replacement bridge project will include construction of a bike-ped link, greatly enhancing the proposed replacement bridge's livability and sustainability credentials.

The walkway will afford walkers and bicyclists with a new venue for crossing the Delaware River and a new connection between the towpaths for the Delaware & Raritan Canal in New Jersey and the Delaware Canal in Pennsylvania. It also will provide the public with grand vistas of the waterway and surrounding rolling hills of Mercer and Bucks counties.

According to conceptual plans, the walkway on the new bridge will lead to a switchback structure connecting the bridge deck with ground level on the Pennsylvania side. The landing will connect to Woodside Road on Bridge Commission property. A sidewalk will be provided along Woodside Road to connect the landing with the nearby Delaware Canal towpath.

The New Jersey landing will adjoin the west side of the Route 29 Interchange and will connect to the Scudder Falls Recreation Area, through which the Delaware & Raritan Canal passes.

The walkway on the bridge is envisioned to be 10 to 12 feet wide, a width sufficient to allow bicyclists to cross the bridge without dismounting from their seats. None of the existing bridges between the two states currently provide such unrestricted access to bicyclists. In the interest of public safety, the walkway on the bridge will be separated from vehicular traffic lanes by a reinforced concrete barrier.

The decision to add a bike-ped facility to the bridge project was warmly received by bicycling enthusiasts throughout the region. Bicycle access easily was the topic that received the most comments during the public hearing process for the new bridge.



“Thank you very much for listening to me and many others and making the decision to put a walkway on the new Scudder Falls Bridge. It will be heavily used, as are your other walkways, and will be much appreciated.”
—e-mail, Robert Thomas, Philadelphia, Pa.

“The authorization of the bike/ped path for the new Scudder Falls Bridge is wonderful news! . . . Thanks for doing your part to make the future greener, healthier, and more fun for Delaware Valley residents.”

—e-mail, David Seidman, Maple Glen, Pa.

“Planners made a smart move by including a bicycle-pedestrian path across the Scudder Falls Bridge.”

—Editorial, Philadelphia Inquirer, May 1, 2010



Public Weighs in on Scudder Falls Bridge Environmental Documentation

On February 4, the Commission ended a 45-day comment period on the Environmental Assessment (EA) that was compiled for the I-95/Scudder Falls Bridge Improvement Project. The three-volume document is a detailed study of the project's preferred design alternative, other possible design options, potential impacts to the environment and local communities, and the mitigation efforts the Commission will utilize to address those impacts.

More than 600 people participated in the public outreach effort. This included more than 350 individuals who attended the open house/public hearing that was held at two different locations split over successive days in January. An additional 300 written public comments were received during an accompanying comment period. Respondents included bicycling advocates, elected officials, transportation experts, outdoor recreationists, and other interested parties.

The dual-venue open house/public hearing was first held at the Villa Victoria Academy in Ewing, N.J. and then the following evening at Sheraton Bucks County Hotel in Langhorne, Pa. Each session was divided into an open house display followed by a public hearing session controlled by a third-party moderator.

Open house display stations were manned by Commission staff and members of the project team. Displays provided information on the project's background and objectives, its four major construction components, noise-abatement efforts, the right-of-way acquisition process, the next anticipated steps for carrying out the project, and traffic comparisons—including a simulation of what future traffic flow will be once the project is completed and what vehicular traffic would be like if the project is not undertaken.

To maximize input, the Commission provided the public with the opportunity to speak before an audience in an open hearing where testimony was gathered by a court stenographer, or to speak directly to a court stenographer in a private setting. The public also had the option of submitting prepared written comments and/or filling out a comment card at designated stations at each hearing locale.

Following the open house/public hearing sessions, the Commission encouraged residents, motorists and other affected parties to provide comment by e-mail, or by U.S. Mail. All of the public's testimony and comments were compiled and catalogued by the project team—along with responses from the Commission—for submittal to the Federal Highway Administration (FHWA).

The project team has since drafted an addendum to the EA to reflect the decisions to include a bicycle/pedestrian path and a cashless toll collection system in the project and address any impacts resulting from tolling the new Scudder Falls Bridge. A multi-agency review of the addendum will take place in 2011.

The environmental documentation process is necessary for compliance with the federal National Environmental Policy Act (NEPA). The FHWA is the agency ultimately responsible for issuing a NEPA decision on the project. The Commission's ultimate goal is to secure a Finding of No Significant Impact (FONSI), which would enable the project to move forward to final design and construction. A FONSI is issued when environmental analysis and interagency reviews find a project to have no significant impacts on the quality of the environment.





Northampton Street Toll-Supported Bridge

Compact Authorized Investment Program Helps Host Communities

The Compact Authorized Investment (CAI) program is the Commission's preeminent partnership program.

It was conceived to help local communities that are impacted by the traffic—both vehicular and pedestrian—that courses its way to and from the Commission's various bridges and other transportation facilities. By providing grants to assist these host communities in carrying out local transportation-related projects, the agency helps to alleviate some of the traffic burdens these communities shoulder.

Since 2005, the Commission has awarded \$46,976,399 in CAI grants for 90 separate projects in 33 different communities in New Jersey and Pennsylvania. The funds have financed a wide range of projects aimed at reducing congestion, improving traffic flow and promoting vehicular and pedestrian safety. These important projects will improve conditions for local residents as well as the thousands of customers who use the Commission's 20 bridges daily.



CAI program funds are limited to communities within the respective counties of the Commission's 140-mile river jurisdiction. The preponderance of grants under this unique partnering initiative has gone to communities that directly host the Commission's bridges and approach roadways.

Once the Commission awards a CAI grant to an eligible municipality, the resulting project is the community's responsibility. This includes design, bidding, construction and management. The Commission, however, continues an important accountability function with each project, ensuring that the public funding is properly used and spent.

CAI-funded projects help to make for a better travel experience between Pennsylvania and New Jersey, as well as strengthening the relationship between the Commission and its host communities. Besides providing important quality-of-life dividends for residents, motorists and area businesses, the program facilitates easier access to commercial centers, recreation areas, and tourist sites along the river.

Examples of CAI projects are:

- Installation or upgrades to traffic signals in the vicinity of Commission bridges;

- Road widening in areas affected by or affecting Commission crossings;
- Bicycle or pedestrian paths leading to or from Commission facilities;
- Park-and-ride facilities; and
- Safety lighting.

The CAI program is just one aspect of the Commission's continuing commitment to its customers and host communities.



Noteworthy CAI Projects Completed in 2010

Pennsylvania	Project Description	Cost
Delaware Water Gap	Delaware Avenue/Broad Street Reconstruction	\$164,584
Easton	Bicycle/Pedestrian Pathway	\$60,000
Morrisville	Bridge Street Signals/Striping	\$338,500
New Hope	Main Street Bridge Pedestrian Lighting	\$73,922
Solebury	Walton Drive Bridge Replacement	\$393,000
Williams Township	Disability-Act-Compliant Ramps/Traffic Signals I-78 & Morgan Hill Road	\$430,590

New Jersey	Project Description	Cost
Alpha (jointly with Pohatcong)	Improvements to Edge Road	\$665,239
Knowlton	Paulinskill Trail Extension	\$206,800
Lambertville	South Franklin Street Traffic Calming	\$104,800
Lambertville	Quarry Street/Swan Street Pedestrian Protection, Traffic Signal	\$500,000
Montague	Municipal Park and Ride Lot	\$130,000
Montague	Regional Emergency Helistop	\$190,700

CAI Program Reaches New Heights in 2010

Building on its continuing efforts to ease traffic congestion and improve vehicular flow at its bridges and feeder arteries, the Commission's Compact Authorized Investment grant program financed more than 24 different projects throughout the river region in 2010. Construction was initiated on 18 new projects during the year. Meanwhile, 13 project completions were achieved.

Grants helped finance local road improvements, traffic signals, a replacement bridge and a park-and-ride lot. One program first was a joint project carried out by two New Jersey municipalities—Alpha and Pohatcong: the reconstruction of Edge Road, which straddles the border of the two communities. Another program first was the construction of a helicopter pad in Montague, N.J. that could be utilized to help handle regional medical emergencies in northern Sussex County.

In many cases, CAI grants enabled local communities to carry out projects that they otherwise would not have been able to afford without raising local property taxes.

In November, the Commission approved a one-year extension for the program, giving CAI grant recipients until December 31, 2011 to complete their respective projects. Only time will tell if this will be the program's last full-year extension, as the pool of available grant money was drawing closer to being fully expended at the end of 2010.

Commission Receives Recognition, Awards for Capital Projects

When the Commission completed the three-year rehabilitation and widening of the Trenton-Morrisville Toll Bridge in late 2009, it ranked as the largest single capital investment in the Commission's 75-year history.

The project utilized an efficient engineering solution—cantilevered pier caps—to widen the bridge without expanding or impacting the structure's footprint in the river. This design approach helped the Commission to carry out the project while keeping the facility open to vehicular traffic. It also helped the Commission to secure a series of professional awards from engineering and construction industry organizations in 2010.

Chief Engineer Alexandridis Receives Prestigious Eagle Award

George G. Alexandridis has been the Commission's Chief Engineer for over 11 years. A registered professional engineer in five states, including Pennsylvania and New Jersey, he has guided the development and implementation of the Commission's \$1.2 billion capital improvement program.

On October 13, 2010, the New Jersey Alliance for Action honored Alexandridis as one of the organization's five 2010 Eagle Award recipients. At a ceremony attended by engineers, labor leaders, and construction executives, Alexandridis received the Dr. John L. Buzzi Engineering Excellence Award.

The award was in recognition of Alexandridis' more than 50 years of work as a dedicated engineering professional and for the important role he has played in overseeing the design and execution of dozens of Commission capital projects over the past 10 years.

A life member of the American Society of Civil Engineers, Alexandridis is highly respected among his peers in both New Jersey and Pennsylvania. Prior to joining the Commission, Alexandridis worked as a corporate officer at several major national consulting engineering firms servicing both public and private sector clients in the planning, design, and construction management of bridges, tunnels, highways, commuter rail and transit, and building infrastructure.

All totaled, the project earned six national, state and local awards during the year, including the prestigious Grand Conceptor award from the American Council of Engineering Companies of Pennsylvania. The project also was honored by the Construction Management Association of America Mid-Atlantic, American Road & Transportation Builders Association Transportation Development Foundation, the national American Council of Engineering Companies and its New Jersey chapter, and the Professional Engineers Society of Mercer County.

The Trenton-Morrisville Toll Bridge project was just one of several Commission capital initiatives that garnered awards in 2010.

The agency's Electronic Surveillance/Detection System of video cameras, monitoring stations, and other communications and security upgrades received a Project of the Year Award from the Tri-State Region Chapter of the Design-Build Institute of America. The state-of-the-art system has greatly improved the security of the Commission's critical transportation infrastructure while enhancing the agency's ability to deter crossings of overweight vehicles and respond to accidents, emergencies and flooding.

Work crews began the process of installing cameras on and around all of the Commission's 18 vehicular bridges in 2008. The work was completed in late 2009. Wireless and fiber-optic technology was employed to link the cameras to control centers. Solar panels were used to power cameras and related equipment at remote locations. The camera network covers the Commission's vehicular bridges, piers, approach roadways, over- and under-passes, toll plazas, and administration and maintenance facilities.

The Commission's Compact Authorized Investment (CAI) grant program also was an award recipient. The Greater Lehigh Valley Chamber of Commerce gave its 2010 Commercial Real Estate Investment Award to the Commission in recognition of how CAI-funded projects have improved local transportation infrastructure in numerous Lehigh Valley region communities. The CAI program also received the Reinvestment Initiative Award from the Warren County Chamber of Commerce.



Contracting, Consulting Opportunities Affirmed for Minorities, Women, Small Businesses

With the Commission's Capital Improvement Program reaching new levels of achievement, the agency launched a pilot program in July 2008 to enhance business opportunities for minority and woman-owned companies and other small businesses.

The trial effort proved to be a success after its first 2½ years of implementation, prompting the Commission to bestow permanent status to the program in December 2010.

Under the pilot program, the percentage of capital project consulting and construction contract outlays that went to Pennsylvania-based Minority Business Enterprises (MBE) was 9.75 percent, well above the pilot program's goal of 7 percent. Meanwhile, Women Business Enterprises (WBE) shared in 7.47 percent of Pennsylvania-assigned professional services and capital plan contracts, more than double the Commission's goal of 3 percent.

A complementary pilot program component designed to encourage New Jersey's small business participation in the Commission's capital program produced positive results as well. A year-end report showed that 24.7 percent of the Commission's New Jersey-assigned capital program consulting and construction contract payouts went to small businesses in that state, a number of which are minority- or women-owned firms. This percentage closely mirrored the 25-percent participation goal of the State of New Jersey's Small Business Enterprise (SBE) program and the Commission's corresponding pilot objectives.

As a bistate agency, the Commission typically assigns various capital program projects a New Jersey or Pennsylvania designation to promote a balanced distribution of contracting opportunities between the two states.

With its newly bestowed permanent status, the Commission's MBE/WBE/SBE program will ensure that the agency's capital improvement projects can help promote economic diversity while having a positive effect on businesses both large and small.

New Software System Strengthens Financial Controls, Accountability

It may not be a high-profile change like the construction of a new roadway or the rehabilitation of a century-old bridge, but the implementation of a new financial management system during 2010 promises to deliver huge dividends at the Commission in terms of efficiency and accountability for many years to come.

In May, the Commission went live with the deployment of new MUNIS Enterprise Resource Management software. The new system marked the culmination of an extensive two-year planning, acquisition, conversion and training effort.

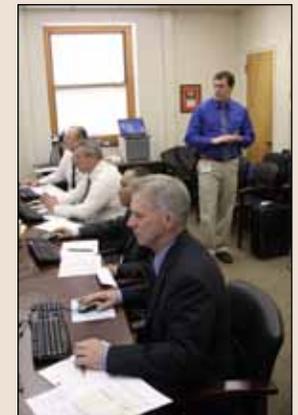
The Commission's accounting, purchasing, human resources, asset management, budgeting, treasury management, and Capital Improvement Program functions were integrated into the MUNIS system during the course of the year.

Implementation involved weekly status meetings involving key Commission personnel, project consultants, and representatives of the company that produced MUNIS—Tyler Technologies of Falmouth, Me.—and its integration partners CIPPlanner of Santa Clara, Ca. and SymPro of Emeryville, Pa.

Commission employee training sessions were conducted for several months in classrooms set up at the Trenton-Morrisville and Easton-Phillipsburg administration buildings, preparing employees on how to utilize the new system.



The expansive software upgrade has significantly improved controls over financial expenditures and promises to improve employee productivity on numerous levels over the long-term. Data transfer, human resources bookkeeping, and long-term financial modeling and planning are significantly improved. Likewise, the conveyance of data among various Commission divisions is more seamless and streamlined.



75th Anniversary Includes Banners, Exhibit, Educational Efforts

During 2010, the Commission marked its 75th year of operations with some modest promotional and educational endeavors. Anniversary banners were displayed on truss bridges and several administration buildings. Commission personnel visited several schools to talk about the agency's bridges and operations. A museum exhibit was constructed to honor one of the agency's first employees—Charles Newbaker of Portland, Pa., who patrolled the Portland-Columbia Covered Bridge before it was destroyed in the historic flood of 1955.

The Commission also joined in sponsorship of the Delaware River Sojourn, a guided paddling trip that courses through segments of the river between Hancock, N.Y. and Philadelphia, Pa. each June. In recognition of the Commission's 75th Anniversary and the agency's efforts at preserving its historic crossings, bridges were made a core focus of the 2010 sojourn.

The Commission organized two educational presentations for the sojourn. The first was at the Forks of the Delaware, the location where the Lehigh River pours into the Delaware River in Easton, Pa. Steven M. Richman, the author of the book *The Bridges*



of New Jersey, provided information on bridge construction, history, and the crossings the paddlers were encountering on their journey. A display of Commission bridges and memorabilia also was provided at the site.

The second presentation took place at the Black Bass Inn, which is adjacent to the Commission's Lumberville-Raven Rock Toll-Supported Pedestrian Bridge. Author Mary A. Shafer was recruited to talk about her book on the deadly 1955 flood—*Devastation on the Delaware*—and how the flood destroyed or damaged the DRJTCB's bridges. Prior to crossing the bridge to the author's lecture, sojourn organizers presented Commission Chairman David R.

DeGerolamo with a proclamation and ceremonial hat designating him as a Lord High Admiral of the Delaware River.

Commemorative activities drew to an official close on August 30—the 75th anniversary of passage of the agency's federal compact in Congress in 1935. The Commission's next major anniversary will come in 2013 when the agency's first toll bridge—the Bushkill Street Bridge, since renamed the Easton-Phillipsburg Toll Bridge—will turn 75 years old.



Commission Display Chronicles Exemplary Bridge Officer

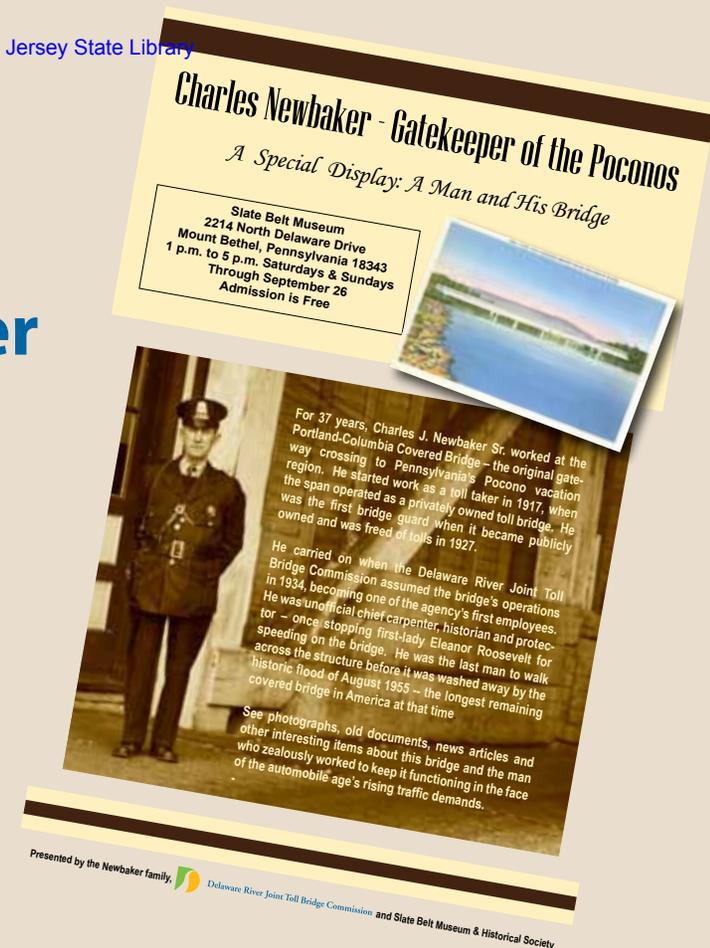
For 37 years, Charles J. Newbaker, Sr. worked as the official guardian of the Portland-Columbia Covered Bridge—the last wooden span to be operated by the Delaware River Joint Toll Bridge Commission. He started work as a toll taker in 1917, when the span operated as a privately owned toll bridge.

He later became a bridge officer when the crossing was purchased by the states of New Jersey and Pennsylvania, and freed of tolls before being operated by the predecessor agency to the Bridge Commission. With the creation of the Commission in 1934, Newbaker became one of the DRJTBC's first employees.

As part of its 75th Anniversary commemorative effort, the Commission paid homage to Newbaker through a special exhibit that opened in August at the Slate Belt Museum in Mount Bethel, Pa. It was called "Charles Newbaker—Gatekeeper of the Poconos; A Special Display: A Man and His Bridge."

Here are some unique facts about Charles Newbaker and his old covered bridge:

- The DRJTBC has over a thousand photographs from the period of time when Newbaker was employed, but the only 8-by-10 photo the Commission has of any single bridge officer is Charles Newbaker.
- The Portland-Columbia Covered Bridge was the longest remaining covered bridge in America when it was washed away by the historic Delaware River flood of August 1955.
- The bridge was the original Delaware River crossing point for the Appalachian Trail, which stretches more than 2,000 miles from Georgia to Maine.
- Newbaker once stopped former First Lady Eleanor Roosevelt for speeding on the bridge.



The exhibit included photographs, old documents, news articles, and other items of interest about the old wooden bridge and the man who worked to keep it functioning in the face of the rising traffic demands of the automobile age.

Many of the items were provided by Newbaker's grandson, Lloyd Newbaker, Jr. and his wife, Barbara, who reside in Delaware Township, N.J. The materials depicted the story of a bridge that had transitioned from horse-drawn carts to automobiles and the dedicated man who worked nearly single-handedly to keep the bridge safe and operational.

The display was a group effort. District II maintenance personnel constructed an exhibit case for the materials. Communications and Community Affairs staff wrote and designed a keep-sake booklet about Charles Newbaker and the old wooden bridge. And Plants and Facilities helped organize an opening ceremony that attracted area historians, local elected officials, and covered bridge enthusiasts.

From Runaway Sheep to Coast-to-Coast Trekkers, 2010 Was a Year to Remember

What do wayward sheep, the World Trade Center and a long-distance lawn tractor driver have to do with the Delaware River Joint Toll Bridge Commission? They figured prominently in some of the unexpected, quirky, and even inspirational events recorded or witnessed at the Commission during 2010.

While construction projects and customer service improvements were the agency's primary objectives during the year, 2010 also provided its fair share of pathos and levity along the way.

Take the August 26 accident along the New Jersey portion of I-80 near the Delaware Water Gap Toll Bridge. Commission personnel responded to the scene to find a 20-foot trailer of sheep, goats and calves overturned along the highway and dozens of animals running free. It took nearly four hours to round up the roaming livestock and clear away the carcasses of animals that perished in the accident. Among the news photographs from the accident was one that Pocono Record photographer David Kidwell shot of Commission maintenance worker Bill Luscik attempting to corral a runaway sheep.



The photograph was picked up by the wire services, eventually appearing in newspapers and on websites across the country and around the world.

It was not the only time in 2010 that the Commission's Delaware Water Gap Toll Bridge made national news. In April, the bridge was the Delaware River crossing point for a convoy of 28 flatbed trucks transporting 500 tons of steel from the World

Trade Center to Coatesville, Pa., the city where the steel was originally milled. The nearly mile-long procession moved some Commission personnel to tears and attracted scores of onlookers as well as news media along roadways on both sides of the river. As Elaine Kern of Northampton, Pa. remarked while watching the trucks



wend their way through the Lehigh Valley later in the day: "It brings up memories of a day that you never forget."

The World Trade Center figured in another event that attracted media attention in 2010: the Commission's presentation of a proclamation honoring William E. Tinsman of Solebury Township, Pa. for his perseverance in displaying a large American flag at the Lumberville-Raven Rock Toll-Supported Pedestrian Bridge following the terror attacks of September 11, 2001. Tinsman has kept hanging Old Glory off the bridge's walkway



despite vandalism, theft, and deterioration due to nature's elements. The flag has since become a popular artistic focal point for area photographers and artists.

Four New Hope firefighters also were formally honored by the Commission during the year. The honorees—Fire Chief Craig Forbes, Firefighter Keith McMillen, Deputy Fire Chief Frank Cosner, Jr. and Fire Marshal Daryl Jurbala—helped to protect the New Hope-Lambertville Toll-Supported Bridge from harm after a construction barge went adrift in rapidly rising river waters a short distance north of the bridge in early October.



It may not have been an act of heroism, but protection was the operative word in early February when Commission maintenance personnel teamed with a raptor expert from the Pennsylvania Game Commission to install a nesting box for a couple of peregrine falcons at the Scudder Falls (I-95) Bridge. The birds—listed as endangered species in Pennsylvania and New Jersey—were discovered nesting

atop steelwork beneath the bridge in 2008. The specially designed nesting box affords the falcons a more secure nesting location, greatly mitigating the possibility of their offspring falling or being blown from the bridge's catwalk and into the river below. The two falcons have raised seven offspring to adulthood over the past three years.



The term "hang in there" received new meaning in mid-September when a team of consulting engineers made a



thorough examination of the Easton-Phillipsburg (Route 22) Toll Bridge and related facilities. The engineers used harnesses, cables and ropes to access remote portions of the truss superstructure. Electronic gauges also were employed to measure bridge movements and vibrations. The findings are to be included in a detailed concept plan that will determine the scope of work elements for a comprehensive rehabilitation project scheduled to take place at the bridge in 2013.

A total of 139,212,852 vehicular crossings were recorded at Commission bridges in 2010, but the passage of a lawn tractor across a Commission bridge easily had to be the agency's single most peculiar traffic statistic.



Lucas Van Engen, an aspiring actor from New York City, and his Sears Craftsman lawn tractor began a 3,300-mile trip across the country in Santa Monica, Ca. on May 15. Van Engen crossed the Centre Bridge-Stockton Toll-Supported Bridge on the evening of August 21. Before making his official crossing, he ventured north to the Lumberville-Raven Rock Toll-Supported Pedestrian Bridge to see what he described as "an especially beautiful bridge."

Van Engen was not the only long-distance pilgrim to travel across a Commission bridge facility. As in any other year, scores of "end-to-end" hikers on the 2,175-mile Appalachian Trail crossed the Delaware River on the walkway at the Commission's I-80 toll bridge. And several organizations, such as Anchor House in Trenton, N.J., raised funds through long-distance bicycle or motorcycle rides that traversed Commission spans.

The year's most unique fund-raising trek was perhaps the 3,000-mile-plus walk by two New Jerseyans, Rob Bonora and Anthony Greco, who raised roughly \$75,000 on a journey they dubbed "Coast-to-Coast for a Cure." The two men started their trip in San Diego, Ca. on June 1 and ended with a well-publicized hero's welcome in their hometown of Nutley, N.J. on October 7. Their Delaware River crossing point was the historic Northampton Street Toll-Supported Bridge between Easton, Pa. and Phillipsburg, N.J.

Mission

The Delaware River Joint Toll Bridge Commission provides safe, dependable and efficient river crossings between Pennsylvania and New Jersey. Stretching 140 miles from the Philadelphia/Bucks County, Pa. boundary northward to the New Jersey/New York state line, the Commission's jurisdiction encompasses a diverse geographic region featuring bustling cities, quaint river villages, and scenic portions of the Delaware River where nature's bounty abounds.

Committed to improving the quality of life for area residents, the Commission strives to create a synergy of economic vitality, environmental stewardship, historic preservation, customer service and fiscal accountability.



About the Commission

The Delaware River Joint Toll Bridge Commission is a bistate agency that owns and operates seven toll bridges and 13 toll-supported bridges—two of which are pedestrian-only crossings—along the Delaware River between Pennsylvania and New Jersey.

The Commission's jurisdiction extends roughly 140 miles from Bucks County, Pa. and Burlington County, N.J. to the New Jersey/New York state line. This area comprises four counties and a portion of a fifth in New Jersey, and four counties in Pennsylvania. The region has a population of more than 2 million people.

The Commission is a self-funded organization that receives no federal or state tax dollars. Funding for the operation, upkeep and maintenance of its bridges and other structures is solely derived from revenues collected at the agency's seven toll bridges. A board of 10 commissioners—five from Pennsylvania and five from New Jersey—governs the Commission.

Established in 1934, the Commission's bridges carried more than 139.3 million vehicles across the Delaware River in 2010. The agency has more than 340 full-time employees. Operating revenue earned in 2010 was \$90,585,812. The Commission's 2010 operating budget was \$46.5 million.

The Commission has been providing safe and efficient river crossings between New Jersey and Pennsylvania for more than 75 years and remains committed to enhancing public safety and commuter convenience while demonstrating responsible environmental stewardship and fiscal accountability.

Statement of Net Assets

ASSETS	December 31,		LIABILITIES	December 31,	
	2010	2009		2010	2009
Current Assets			Current Liabilities Payable from Unrestricted Assets		
Unrestricted			Accounts payable and accrued expenses	\$5,372,946	\$6,939,918
Cash and cash equivalents	\$10,277,011	\$10,498,028	E-ZPass customer liability	3,677,236	3,717,833
E-ZPass and violations receivable	5,898,856	5,707,687	Compensated absences—current portion	126,985	125,000
Other receivables	513,983	69,487	Total Current Liabilities Payable from Unrestricted Assets	9,177,167	10,782,751
Prepaid expenses	1,304,301	1,478,030	Current Liabilities Payable from Restricted Assets		
Total Unrestricted	17,994,151	17,753,232	Retainage payable	6,815,685	7,471,988
Restricted			Accrued interest payable on bonds	7,226,732	7,426,082
Cash and cash equivalents	43,895,671	48,097,624	Bridge system revenue bonds payable—current portion	12,420,000	11,740,000
Investment income receivable	248,229	692,704	Total Current Liabilities Payable from Restricted Assets	26,462,417	26,638,070
Total Restricted	44,143,900	48,790,328	Non-Current Liabilities		
Total Current Assets	62,138,051	66,543,560	Compensated absences payable—non-current portion	2,218,665	1,963,563
Non-Current Assets			Bridge system revenue bonds payable—non-current portion	420,836,328	434,262,675
Unrestricted			Loans payable	559,477	593,923
Investments	119,872,082	157,692,535	Derivative instrument—interest rate swaps	16,057,568	14,113,804
Restricted			Total Long-Term Liabilities	439,672,038	450,933,965
Investments	138,561,738	156,872,054	Total Liabilities	475,311,622	488,354,786
Property, plant and equipment:			Net Assets		
Completed (net of accumulated depreciation)	447,939,822	363,728,096	Invested in capital assets, net of related debt	225,841,386	205,420,272
Improvements in progress	46,195,927	102,642,652	Restricted	44,394,754	41,506,374
Deferred Assets:			Unrestricted	91,210,441	132,743,959
Unamortized debt issue costs	5,993,015	6,432,690	Total Net Assets	361,446,581	379,670,605
Total Restricted	638,690,502	629,675,492	Total Liabilities and Net Assets	\$836,758,203	\$868,025,391
Total Non-Current Assets	758,562,584	787,368,027			
Total Assets	\$820,700,635	\$853,911,587			
DEFERRED OUTFLOWS					
Accumulated decrease in fair value of hedging derivatives	16,057,568	14,113,804			

Traffic Counts



Annual Average Daily Traffic*					
Toll Bridges	2006	2007	2008	2009	2010
Trenton-Morrisville Route 1	51,600	49,600	49,900	50,700	54,300
New Hope-Lambertville Route 202	9,700	10,700	11,000	11,800	10,400
Interstate 78	57,900	57,600	56,100	56,700	58,700
Easton-Phillipsburg Route 22	38,300	38,400	38,700	38,300	38,100
Portland-Columbia	7,400	8,200	7,500	7,400	7,800
Delaware Water Gap Interstate 80	55,900	55,500	53,700	53,900	55,400
Milford-Montague	8,500	8,400	8,400	7,700	6,500
Total — Toll Bridges	229,300	228,300	225,300	226,500	231,200

Annual Average Daily Traffic*					
Toll-Supported Bridges	2006	2007	2008	2009	2010
Lower Trenton	16,100	18,600	18,400	18,100	20,100
Calhoun Street	18,100	18,500	18,400	18,400	10,600
Scudder Falls Interstate 95	56,100	58,400	58,300	57,100	58,200
Washington Crossing	6,500	6,900	7,100	6,900	5,800
New Hope-Lambertville	13,900	14,600	14,000	13,400	14,300
Centre Bridge-Stockton	4,800	3,300	4,400	4,600	4,800
Uhlerstown-Frenchtown	3,800	3,900	3,800	3,900	4,100
Upper Black Eddy-Milford	3,900	3,800	3,400	3,700	3,700
Riegelsville	3,400	3,400	3,400	3,200	3,100
Northampton Street	22,900	23,000	21,500	21,600	21,000
Riverton-Belvidere	5,100	4,400	4,700	4,800	4,800
Total — Toll-Supported Bridges	154,600	158,800	157,400	155,700	150,500
Total Commission-Wide Annual Average Daily Traffic	383,900	387,100	382,700	382,200	381,700
Total Commission-Wide Yearly Traffic	140.1M	141.3M	140.1M	139.5M	139.3M

* Incidences where there are lower traffic counts may be a result of construction, bridge closures, or data-collection issues. Data reflects traffic in both directions.



Calhoun Street Toll-Supported Bridge



Delaware River
Joint Toll Bridge
Commission

Preserving Our Past, Enhancing Our Future

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Riegelsville Toll-Supported Bridge