

FY 2012-2021
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
DRJTBC Authority Projects

Easton-Phillipsburg (Route 22) Toll Bridge Rehabilitation

The proposed improvements for this project is to the main river bridge include: (1) repairing the bridge deck; (2) repairing or replacing deteriorated or damaged steel members; (3) installing a bridge drainage system; (4) blast cleaning and painting the steel truss; and lighting improvements.

The approach bridges and roadways and toll plaza improvements include: (1) repairing or replacing a number of steel floor beams in the viaduct span; (2) repairing and repaving Route 22 pavement at NJ approach; lighting system improvements; toll plaza upgrades.

The anticipated construction start is Spring 2013 and the estimated total program cost is \$29.6 million.

County: Warren

Delaware Water Gap (I-80) Toll Bridge Rehabilitation Project

Work under this project includes replacing existing bearings, cleaning and painting of the entire structure, developing repairs to the bridge deck and deck joints, and sealing the bridge deck.

The construction contract was awarded in the amount of \$16.647 million and inspection services were awarded in the amount of \$1.728 million.

County: Warren

FY 2012-2021
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
DRJTBC Authority Projects

I-95 Scudder Falls Bridge Improvement Project

Under a Memorandum of Agreement that the Delaware River Joint Toll Bridge Commission (DRJTBC) entered into with the New Jersey Department of Transportation (NJDOT) and the Pennsylvania Department of Transportation (PennDOT), the projects limits are I-95 from PA Route 332 in Bucks County, PA to Bear Tavern Road in Mercer County, NJ.

This project will: (1) Widen I-95 from PA 332 to the inside by adding one travel lane in each direction through utilization of the current grass median along that roadway stretch. (2) Reconfigure the Taylorsville Rd Interchange in Lower Makefield Twp, PA by eliminating the existing western southbound off-ramp and modifications to I-95 acceleration and deceleration lanes. (3) Replace the existing outdated four-lane Scudder Falls Bridge with an entirely new structure on the upstream side with overlapping of the current bridge footprint. The new structure would have six lanes of through traffic (three in each direction) with two auxiliary northbound lanes for entry/exit travel and one auxiliary southbound lane entry/exit travel. The recommended option calls for full inside and outside roadway shoulders and bicycle and pedestrian facility on the upstream side of the bridge's southbound span; and (4) Reconstruct and reconfigure the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95. Bypasses for NJ Route 29 northbound and southbound traffic would be retained and improved acceleration and deceleration lanes will be provided onto I-95.

The Commission's 2011 Capital Budget estimated that it will cost \$322 million for the improvements to the Scudder Falls Bridge, I-95 and the interchanges within the project limits. The cost also includes the installation of a walkway for pedestrians and bicyclists, serving as a link between the two canal paths on both sides of the Delaware River. Construction could begin in mid 2013.

County: Mercer