

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION  
ADMINISTRATIVE OFFICES  
1199 WOODSIDE ROAD  
YARDLEY, PENNSYLVANIA 19067**

**NOTICE TO CONTRACTORS**

**MARCH 13, 2025**

Bids for Contract No. T-754A, Capital Projects 2016A and 2120A, New Hope - Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement will be received by the Delaware River Joint Toll Bridge Commission through the online service Bid Express ([www.bidexpress.com](http://www.bidexpress.com)) until **2:00 PM (Local Time) Tuesday, April 15, 2025**. At that time, all bids submitted through Bid Express will be downloaded and publicly read online. **No paper bids will be accepted.**

Anyone interested in attending the online virtual public bid opening should contact Vince Fischer, Project Manager, at [vfischer@drjtbc.org](mailto:vfischer@drjtbc.org), a minimum of forty-eight (48) hours in advance of the scheduled bid opening to receive a meeting invite for the online virtual public bid opening.

The project is located on the Pennsylvania side of the New Hope – Lambertville Toll Bridge crossing of the Delaware River in Bucks County. The project is the hard conversion of the southbound US 202 toll facility to an open-road, highway speed, All Electronic Tolling (AET) system and the staged reconstruction of the abutment backwall on the Pennsylvania side of the New Hope – Lambertville Toll Bridge. The total project length is 4,775 feet. US 202 is primarily a four-lane divided roadway that transitions to a two-lane undivided roadway west of the PA 32 (River Road) Interchange. The project includes the construction of a single-full span gantry, a new tunnel egress access, the removal of the northbound US 202 roadway jog, the demolition of the existing toll plaza, and the replacement of the abutment backwall of the toll bridge.

All work in this project, consisting of, but not limited to, the following items of work, shall be carried out according to the Contract Plans and Specifications within the specified construction time limitations. Specific construction to the New Hope - Lambertville Toll Bridge All Electronic Tolling (AET) Conversion & PA Abutment Backwall Replacement include, but are not limited to:

1. Roadway: Remove northbound roadway jog by reconstructing the concrete pavement, median barrier, and edge of pavement. Replace existing guide rail with single face concrete barrier along the new edge of pavement.
2. Structure (AET): Install single span monopipe gantry with concrete support columns, cap existing tunnel egress stairs, and demolish existing toll plaza facility.
3. Structure (PA Abutment Backwall): Demolition of existing backwall from bridge seat elevation up to top of roadway. Removal, rehabilitation and resetting tooth dam in header. Demolition of approach slabs and median barrier from station 18+00 to deck joint. Demolition of wingwall extension and parapets up to retaining wall. Reconstruct concrete bridge approach slabs, concrete median barrier, concrete parapets, and concrete abutment backwall. Partial demolition of parapet and median barrier on bridge deck at joint. No deck reconstruction required. Partial replacement of PA abutment drainage trough.
4. Drainage: Replace existing inlets within the reconfigured roadway footprint while maintaining the existing drainage pipe infrastructure.

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5. Signing: Replace existing overhead structure mounted signs to match reconfigured roadway.
6. Highway Lighting: Replace existing lighting fixtures within the reconfigured roadway footprint with LED fixtures, poles, conduit, and wiring.
7. Building: Construct new tunnel egress access building. Convert existing tunnel egress stairs into a secure IT room.
8. Mechanical, Electrical & Plumbing: Replace existing HVAC system and relocate supporting ductwork.
9. Electronic Surveillance System (ESS): Replace and relocate security features within the new tunnel egress stairs as well as reconfigured roadway footprint.
10. Install, test and commission a new all electronic toll collection system to be completed under a separate Commission agreement with their in-lane toll system vendor.

Each bid must be accompanied by a bid security made payable to the Delaware River Joint Toll Bridge Commission in the sum of ten percent (10%) of the Total Bid Amount. The “Total Bid Amount” will be calculated by the Bid Express System, based on the unit prices input by the contractor, and the bid award will be based upon the “Total Bid Amount”. If the Bidder is awarded the Contract and the Bidder fails to execute the Contract, furnish the performance and payment bonds or insurance certificates required within 10 calendar days, the Bidder agrees to forfeit to the Commission, as liquidated damages and not as a penalty, the difference, not to exceed the amount of this bid security, between the amount specified in this bid and such larger amount for which the Commission may in good faith contract with another party to perform the work covered by this bid; otherwise, the bid security will be returned to the Bidder.

Beginning **Thursday, March 13, 2025**, the contract documents may be obtained online from Bid Express via a link on the Commission’s website ([www.drjtbc.org](http://www.drjtbc.org)) in the “Doing Business” section, under “Notice to Contractors”.

Bidders are required to be prequalified. The prime contractor and subcontractors must be prequalified by the Pennsylvania Department of Transportation in accordance with Section 102.01 or the New Jersey Department of Transportation in accordance with the latest edition of the New Jersey Department of Transportation Standard Specifications for Road and Bridge Construction, Section 102.01. In order to be considered the prime contractor, he or she must perform the largest percentage of the work and must be prequalified in the items of work he or she will be performing.

The Prime Contractor must be prequalified in an appropriate number of the following applicable PennDOT Work Classifications: B, C1, C3, E, F, F2, F3, F4, G, G1, G2, G4, H, H1, H2, J, J1, J3, K, M1, M2, M3, N, N1, O, P, P1, P3, P8, Q, R, R1, S2, S7, T3, T4, T7, T9, U1, X, and ZZ and an appropriate number of the following NJDOT Work Classifications: 2C, 3B, 4, 4B, 4C, 4G, 4M, 4O, 4Q, 4R, 4S, 5, 6E, 6F, 7, 8, 8A, 8C, 8D, 9C, 9F, 9J, 9R, 9V, 10, 15, 16, 17, 21, 22, 23, 24, 25, 28, 33, 38, and 39.

Evidence of all specified prequalification certifications must accompany the bid.

Specialty Items included in this Contract:

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1. Fire Suppression System
2. Public Safety Communication Antenna Relocation
3. Plain Cement Concrete Pavement, 10” Depth, Fiber Reinforced Polymer Dowels
4. Toll Vendor Device Field Enclosure, Ground Mount
5. Coordination with Commission Vendors

Bidders shall also certify compliance with the requirements of the Affirmative Action Program of the Commission.

Documents showing proof of being duly authorized to do business in the Commonwealth of Pennsylvania and/or the State of New Jersey must also accompany the bid.

The Commission has implemented a program for the utilization of certified Identified Business Enterprise (IBE) contractors, subcontractors, and suppliers. The program in effect for this contract is an IBE target of 25% as detailed in the Specifications. In addition, a Responsible Contractor certification is required to be submitted with the bid also as detailed in the Specifications.

A virtual pre-bid conference will be held at **10:00 AM on Monday, March 24, 2025**. Bidders are encouraged to have an officer or an authorized representative of their company in attendance. Contractors interested in attending the virtual pre-bid conference must contact Vince Fischer, Project Manager, at [vfischer@drjtbc.org](mailto:vfischer@drjtbc.org), a minimum of forty-eight (48) hours in advance to receive a meeting invite for the virtual conference.

All questions about the meaning or intent of the Contract Documents shall be directed, in writing, by way of e-mail, to the Project Manager, Vince Fischer ([vfischer@drjtbc.org](mailto:vfischer@drjtbc.org)) with copy to the Chief Engineer, Kevin M. Skeels, P.E. ([kskeels@drjtbc.org](mailto:kskeels@drjtbc.org)) and the Assistant Chief Engineer, Steven Burke, P.E. ([sburke@drjtbc.org](mailto:sburke@drjtbc.org)). Written questions received later than the close of business on **Thursday, April 3, 2025** will not be answered. Replies will be issued only by Addenda which will be posted through the online service Bid Express ([www.bidexpress.com](http://www.bidexpress.com)) no later than **Tuesday, April 8, 2025** to all parties recorded by the Engineer as having received the Bidding Documents. Only questions answered by formal written clarifications will be binding. Oral and other interpretations or clarifications will be without legal effect. No oral questions will be accepted, all questions must be in writing. All inquiries during the bidding period should be addressed to the Commission’s Project Manager referencing Contract No. T-754A.

Bidders must comply with all the above requirements in order to submit a bid for this contract.

**This project requires a designated Traffic Control Coordinator (TCC). The Contractor is directed to review the training requirements, duties, and responsibilities of the TCC in the Special Provisions for Item 0901-0001 – Maintenance and Protection of Traffic during Construction.**

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The Commission reserves the right to waive any informalities in the bids received; to reject any or all bids; to retain the bids for a period up to ninety (90) days after receipt of the bids prior to making award; and to award the contract only to those experienced in this class of work, and to the lowest responsible bidder whose proposal is deemed by the Commission to be the most advantageous to the public interest.

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