

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

**NOTICE TO CONTRACTORS**

**October 22, 2024**

Bids for Contract No. TS-642A, Capital Project 1321A, Uhlerstown-Frenchtown Toll-Supported Bridge Rehabilitation 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, November 26, 2024**. 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 Michael McCandless, Program Manager - Structures, at [mmccandless@drjtbc.org](mailto:mmccandless@drjtbc.org), forty-eight (48) hours in advance of the scheduled bid opening to register for the online virtual public bid opening.

The Uhlerstown-Frenchtown Toll-Supported Bridge (UFTSB) connects Uhlerstown, Tincum Township, PA to the Borough of Frenchtown, NJ over the Delaware River. The bridge consists of a six-span steel, Warren truss (approximately 156'-0" spans), with a total structure length of approximately 950 feet. The bridge carries two lanes of traffic over an open-grate steel deck and provides a clear roadway width of 16'-6" between guiderails. The sidewalk provided along the length of the north truss, 3'-9" clear width, supported on floorbeam cantilever brackets and sidewalk stringers allows for pedestrian crossing. The structure is currently posted for a 15-ton weight limit and 15 mph speed limit.

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 repairs to the Uhlerstown-Frenchtown Toll-Supported Bridge include, but are not limited to:

1. *Approach Roadway*: Replace portion of existing concrete sidewalk and mill and pave asphalt roadway surface.
2. *Drainage*: Clean and flush the approach roadway drainage system at the Pennsylvania approach roadway.
3. *Highway/Sidewalk Lighting*: Replace existing lighting fixtures with LED fixtures, supports, conduit and wiring.
4. *Architectural Lighting*: Install light fixtures with LEDs and control system.
5. *Electrical*: Upgrade existing electrical service. Installation of a back-up generator, various electrical panels, junction boxes, conduit, and wiring. Remove existing generator and associated equipment.
6. *Electronic Surveillance System (ESS)*: Protection of existing facilities during construction, temporary removal and reinstallation of selected components, temporary installations, replacement of electrical feeds and fiber communication lines, and procurement of several new cameras, control boxes, and networking equipment.

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7. *Sidewalk System:* Replace existing Filled Steel Grid sidewalk decking with new closed-cell FRP panels spanning from panel point to panel point, with cutouts in panels at truss components.
8. *Steel Repairs:* Perform various structural steel repairs to supplement existing section loss, replace components in-kind, and restore missing components. Remove unused or insignificant components or appurtenances and install high strength bolts in open holes or in place of existing corroded rivets or bolts. Addition of high strength bolts in select locations is also included.
9. *Bearing replacement/Rehabilitation:* Replace the truss expansion bearings with disc bearings. Perform repairs to select stringer neoprene pads. Install new sliding surface bearings as part of the sidewalk stringer replacement.
10. *Substructure Stone Masonry:* The deteriorated stone masonry joints and missing or deteriorated areas of stone masonry at abutments, piers and wingwalls will be repaired according to the Contract Plans and these Specifications. In addition, a portion of the Southeast stone masonry wingwall will be dismantled and reconstructed.
11. *Substructure Concrete Repairs:* The deteriorated areas of concrete on pier faces, at bridge seats at abutments and piers will be repaired according to the Contract Plans and these Specifications. At abutments, the sidewalk headblocks will be partially removed and reconstructed. The corners of Northeast and Northwest wingwalls adjacent to the new sidewalk will be partially removed and reconstructed. The top portion of the Northeast wingwall by the Bridge Monitor's House and the adjacent basement stairs' wall will be removed and capped. The Northeast sidewalk wall will be removed and reconstructed to accommodate the wider sidewalk.
12. Bridge seat concrete caps under joints will be coated with a protective coating per these specifications.
13. *Joints:* Remove and replace the existing neoprene strip seal glands at the abutments. Install new sidewalk compression seal joints at piers and abutments.
14. *Railing system:* Remove and replace the existing aluminum pedestrian railing. This work will be the removal and replacement in-kind of the existing railing. This work includes modifications to the existing railing system for installation of LED lighting and electrical connections.
15. *Structure Mounted Bridge Rail:* Remove existing thrie beam and W-section posts and replace with a welded HSS post and rail system with a steel channel rub-rail.
16. *Wingwall Fence:* The existing Northeast wingwall and Bridge Monitor's House basement stair wall pipe railing will be replaced with an aluminum picket fence.
17. *Painting of superstructure:* Replace paint system by installation of working platforms and necessary containment. This work includes waste disposal, worker health and safety, and environmental protection measures. The different components of the bridge will be painted as follows:
  - a. Existing painted steel: removal of existing paint system through blasting with additional attention at panel points, and re-painting with a 3-coat organic zinc paint system

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- b. Existing galvanized floor system: brush blast of all components and application of a two-coat system.
- c. The proposed sidewalk stringers will have a shop applied 3-coat system with an inorganic zinc primer. The interior stringer finish coat color will match that of the truss while the fascia stringer will have a grey colored finish coat.

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 **Tuesday, October 22, 2024**, 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: C1, E, F, F3, H1, J, J2, J3, K, K1, K2, M2, M3, O, P3, P8, Q, R, S2, S5, S7, S9, T3, T4, T5, T6, V, V1, V2 and ZZ or an appropriate number of the following NJDOT Work Classifications: 1C, 2B, 4, 4B, 4D, 4E, 4K, 4M, 4N, 4Q, 4T, 6E, 7, 8B, 8C, 8D, 9G, 9K, 9V, 13, 15, 16, 17, 21, 22, 23, 24, 25, 28 and 42.

Evidence of all specified prequalification certifications must accompany the bid.

Specialty Items included in this Contract:

- 1. Painting existing structural steel using organic zinc coating system

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

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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 10:00AM on **Tuesday, October 29, 2024**. 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 Michael McCandless, Program Manager - Structures, at [mmccandless@drjtbc.org](mailto:mmccandless@drjtbc.org), forty-eight (48) hours in advance to register 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, Michael McCandless, P.E. ([mmccandless@drjtbc.org](mailto:mmccandless@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 **Tuesday, November 12, 2024** will not be answered. Replies will be issued only by Addenda which will be posted on the Commission's website, mailed or delivered no later than **Friday, November 15, 2024** 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 Engineer referencing Contract No. TS-642A.

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

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

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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