

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
ADMINISTRATIVE OFFICES
110 WOOD AND GROVE STREETS
MORRISVILLE, PENNSYLVANIA 19067**

**CONTRACT NO. T-708A, CAPITAL PROJECT 1648A
NEW HOPE – LAMBERTVILLE TOLL BRIDGE
FLOOR SYSTEM REHABILITATION**

NOTICE TO CONTRACTORS

January 18, 2018

Sealed bids for Contract No. T-708A Capital Project 1648A, New Hope – Lambertville Toll Bridge Floor System Rehabilitation will be received by the Delaware River Joint Toll Bridge Commission at its headquarters in the Administration Building, 110 Wood and Grove Streets, Morrisville, Pennsylvania 19067 until **3:00 PM (Local Time), Thursday, February 22, 2018** at which time and place all bids will be publicly opened and read.

The New Hope – Lambertville Toll Bridge carries Route 202 across the Delaware River and connects the Township of Solebury, Bucks County, Pennsylvania with the Township of Delaware, Hunterdon County, New Jersey. The bridge is a ten-span girder-floorbeam-stringer structure with a total length of 1,682 feet center to center of abutment bearings.

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 floor system on the New Hope – Lambertville Toll Bridge include, but are not limited to:

- A. *Structural Steel Repair, Type A:* Repair hole or significant section loss in the stringer web near the bottom flange.
- B. *Structural Steel Repair, Type A1:* Repair hole or significant section loss in the stringer web near the top flange where removal of one diaphragm is required for access.
- C. *Structural Steel Repair, Type A2:* Repair hole or significant section loss in the stringer web near the top flange where removal of two diaphragms is required for access.
- D. *Structural Steel Repair, Type B1:* Repair hole, significant section loss, or bent stringer web where removal of one diaphragm is required for access.
- E. *Structural Steel Repair, Type B2:* Repair significant section loss or bent stringer flange.
- F. *Structural Steel Repair, Type C:* Repair hole or significant section loss in the stringer web near the bottom flange with or without a notched repair plate.
- G. *Structural Steel Repair, Type TR1:* Tighten the loose post tensioning bar.

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- H. *Zone Painting Existing Structural Steel Using Organic Zinc Coating Systems:* Clean and paint within 6'-0" on each side of a deck joint, as defined on the plans, all structural steel members including the stringer ends, diaphragms, floorbeams, bearings, lateral bracing, stiffeners, and catwalk elements.
- I. *Clean Drainage Trough:* The work consists of cleaning drainage troughs under deck joints at the locations defined on the plans.
- J. *Disposal of Bridge Waste:* This work includes the material and execution requirements necessary to ensure that all project waste from the cleaning operations is properly collected, handled, stored, classified, transported and disposed of in accordance with applicable EPA and Pennsylvania and/or New Jersey DEP regulations.
- K. *Containment:* This work includes the material and execution requirements for the installation and use of containment systems for a variety of different types of paint removal methods. Containment systems are required in order to control, below harmful levels, exposures of dust, lead, and other toxic metals that are present in the paint, previous coatings, debris, and corrosion byproducts being removed.
- L. *Worker Health and Safety:* This work provides the material and execution requirements for implementing a Lead (Toxic Metal) Health and Safety Program for the protection of Contractor workers in strict compliance with all of the applicable OSHA regulations. The program is for the protection of workers from over exposure to lead and other toxic metals that may be present in the paint being removed or repaired.
- M. *Environmental Protection:* This work provides the material and execution requirements for the monitoring of project emissions during paint removal or repair, and verifying the satisfactory cleanup has been performed upon project completion.

Each bid must be accompanied by a bid security in the form of a Certified Check or Bid Bond made payable to the Delaware River Joint Toll Bridge Commission in the sum of ten percent (10%) of 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, January 18, 2018**, the Contract Documents may be examined at the Commission's Administrative Offices in Morrisville, PA where a USB flash drive containing electronic copies of the Contract Documents may be obtained with a money order or company check in the amount of \$25.00, which is not refundable.

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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 a minimum of 20% 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: P3, Q, S2, T, T4, T7, V, V1, V2, X or an appropriate number of the following NJDOT Work Classifications: 4B, 4E, 4K, 4N, 4Q, 8B, 24, 28.

Evidence of all specified prequalification certifications must accompany the bid.

There are no Specialty Items in this contract.

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.

Potential Bidders may have an officer or an authorized representative of their company attend a Pre-Bid Conference at **10:00 AM, Thursday, February 1, 2018** at the Commission's Executive Offices located at the New Hope-Lambertville Toll Bridge Facility Administration Building located at 2492 River Road, New Hope, PA 18938.

All questions about the meaning or intent of the Contract Documents shall be directed, in writing, to Roy W. Little, PE, Chief Engineer, Delaware River Joint Toll Bridge Commission, Administration Building, 110 Wood and Grove Streets, Morrisville, PA 19067, Attention: W. Michael Cane, Senior Project Manager (Project Manager). Email inquiries are to be directed to the Project Manager (wmcane@drjtbc.org) with copy to the Chief Engineer, Roy Little, P.E. (rlittle@drjtbc.org) and the Assistant Chief Engineer, Kevin M. Skeels, P.E. (kskeels@drjtbc.org). Written questions received later than the close of business on **Friday, February 9, 2018** 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 **Thursday, February 15, 2018** 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,

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all questions must be in writing. All inquiries during the bidding period should be addressed to the Engineer referencing Contract No. T-708A.

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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