DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
ADMINISTRATION BUILDING
1199 WOODSIDE ROAD
YARDLEY, PA 19067

CONTRACT NO. T-519A CAPITAL PROJECT 0818A

SOUTHERN OPERATIONS AND MAINTENANCE FACILITIES IMPROVEMENTS
TRENTON MORRISVILLE, LANGHORNE & NEW HOPE

NOTICE TO CONTRACTORS

April 12, 2021

Online electronic bids for Contract No. T-519A – Southern Operations and Maintenance Facilities Improvements, Trenton-Morrisville, Langhorne & New Hope will be received by the Delaware River Joint Toll Bridge Commission through the online service Bid Express **until 2:00 p.m. (Local Time), Tuesday, May 25, 2021.** At that time, all bids submitted through Bid Express will be downloaded and publicly read online. **No paper bids will be accepted.**

The Scope of Work for the Trenton-Morrisville, Langhorne & New Hope project includes, but is not limited to, the following: New operations and vehicle storage buildings at the Trenton-Morrisville site, and new salt storage and vehicle maintenance buildings at the Langhorne site and new fueling system at New Hope site. More specific items of work include, but are not limited to:

Trenton-Morrisville – Site (TM)

- The project requires site work including demolition of existing structures, excavation, paving, stormwater management features, erosion and sediment controls, connections to utilities, site lighting, and landscaping. The site work also includes signing and striping.
- Electric Gate.
- Removal of existing underground storage tanks.
- Development and construction of the site and buildings will be staged to maintain operations at the facilities, parking requirements for staff using the facilities, and to minimize disruption to the operations.

Trenton-Morrisville – Ops Building (OP)

- The proposed OPS Building is a 2 story 16,120 sq. ft. building. The building is located on the site adjacent to the roadway and the existing toll plaza with a direct connection to the roadway level on the second floor and new connection to the existing toll tunnels on the first floor.
- The building is designed as a steel superstructure with a masonry veneer finish on the first floor and metal panel façade at the second floor. The foundation design is a cast in place concrete spread footing foundation. The first floor will be a concrete slab on-grade with a second floor of metal deck with concrete pour slab and a metal roof decking with tapered insulation and EPDM roofing system.
- New metal stairs to connect new OPS building and existing toll canopy storage area over the roadway.
- The electrical design will include a new electrical service for the site. The electrical design will also include providing new power, lighting, fire alarm, and infrastructure for communications/security as well as power for all HVAC systems.
- Mechanical systems

- Primary Control Center Area
- Tolling areas with full locker rooms
- Double sided elevator for secure money collection
- New connection through the existing concrete retaining wall to provide access to the existing toll tunnels.
- The Ops Building will be constructed in four phases; demark area, demolition of existing building, new construction, and final connections.
- Two temporary trailers for toll workers and money collection; one at the roadway level for tolling sergeants and money collection and one at the lower level for staff and locker rooms
- Temporary rack & pinion elevator will be utilized to get toll workers and money from the road level to the lower level during construction.

Trenton-Morrisville – Vehicle Storage Building (VS)

- The Building will be 8,910 sq. ft. with a mezzanine. It is designed as a steel superstructure with a masonry split faced veneer finish on the lower half of the building and corrugated metal panel façade at the upper section. There will be a cast in place concrete foundation with spread footings and slab on grade at the first floor.
- The Building will include a vehicle storage garage, equipment storage, a sign shop and support facilities, with large sectional garage doors
- The roof will be a high sloped roof with metal decking, insulation and a standing seam roofing system.
- Construction of the Vehicle Storage Building will commence after the Vehicle Maintenance Building at Langhorne is completed.
- Mechanical systems- Radiant flooring system
- Electrical systems
- Wood shop equipment/ dust collection system
- Sign shop equipment
- Full locker room
- Mechanical/ electrical mezzanine

Langhorne – Site (LH)

- The project will require site work including some demolition, excavation, grading, paving, stormwater management features, erosion and sediment controls, connections to utilities, site appurtenances, site lighting, and landscaping. The site work also includes signing and striping.
- Two (2) underground stormwater detention basins (30,336 CF of storage each).
- An access driveway is being added at the northern end of the site, connecting the property to Big Oak Road.
- New utilities will be brought into the site for water, electricity, gas, telecommunications/cable, and sewer.
- Sanitary sewer pump station.
- Electric and access controlled gates.
- A brine station with two (2) 5,000 gallon tanks and 1,500 gallon brine maker/salt hopper.
- A Magnesium-Chloride dispensing station with two (2) 5,000 gallon tanks.
- A de-icing station pedestal

- A fuel station consisting of a 2,500 gallon gasoline aboveground storage tank and a 2,500 gallon diesel aboveground storage tank with a canopy and Gasboy Islander Plus dispensing system.
- The salt operations and access to Big Oak Road will be completed ahead of the Vehicle Maintenance Building for DRJTBC use while the balance of the project is completed.

Langhorne – Salt Building (SS)

- A 7,000 sq. ft., 5,000 ton Salt Storage Building that is divided into 2 storage areas for ease of loading and unloading salt
- 15'-0" cast-in-place concrete walls
- Gambrel shaped pre-engineered wood truss framed roofing system with translucent panels below the eve to provide natural lighting into the structure.
- Standing seam metal roofing system over a plywood diaphragm
- (2) large Block-N-Roll curtain doors at the openings
- Foundations
- LED lighting

Langhorne – Vehicle Maintenance Building (MB)

- The Building will be a 44,347 sq. ft. building with a partial second story and an open equipment mezzanine. It is designed as a steel superstructure with a masonry split faced veneer finish on the lower half of the building and corrugated metal panel façade at the upper section. There will be a cast in place concrete foundation with spread footings and slab on grade at the first floor.
- Full locker rooms
- Laundry room
- The Building will include a vehicle maintenance garage, vehicle and equipment storage garages, a wash bay, and offices.
- The electrical design includes a new electrical service for the site as well as new power, lighting, fire alarm, and infrastructure for communications/security as well as power for all HVAC systems.
- Second floor server room
- Mechanical systems; radiant flooring systems
- The Maintenance Garage will include (2) heavy, (1) medium and (1) light duty lifts as well as an overhead lubricant dispensing systems.
- Wash bay with a power washer and undercarriage washing system
- Weld bay
- Overhead exhaust in the maintenance/ weld bays

New Hope – Fuel Island (NH)

- New Fueling Dispensers
- New Gasboy system

The work in connection with this project constitutes a Public Works Project under the Prevailing Wage Act requirements listed: The Contractor shall pay to all working persons employed in the performance of this Contract the higher prevailing wage rate from the sets of wage rates included herein, for each craft and classification involved.

Each bid must be accompanied by a Certified Check or Bid Bond made payable to the Delaware River Joint Toll Bridge Commission in the sum of 10 percent of the total bid. This check or Bid Bond , or portion

thereof, is to be forfeited as specified in the Contract Documents, if the successful bidder, within 10 consecutive calendar days after written notice that the bidder has been awarded the contract fails to: a) enter into a written contract with the Commission, in accordance with the accepted bid; b) provide the Commission with a Performance Bond and Payment Bond, which is equal to 100 percent of the total amount of the contract, and satisfactory to the Commission; and c) provide the Commission with insurance certificates evidencing the issuance of the insurance required by the contract documents. The bid award is to be based upon the arithmetically correct "Total Bid Amount" as indicated on the Proposal Form.

Beginning **Monday, April 12, 2021**, Contract Documents may be obtained online from Bid Express via a link on the Commission's website (www.drjtbc.org) in the "Doing Business" section, under "Notice to Contractors".

Bidders shall also certify compliance with the requirements of the Affirmative Action Program, and Insurance Requirements of the Commission.

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

A virtual pre-bid conference will be held at 10:00 AM, Monday, April 19, 2021. Bidders are encouraged to have an officer or an authorized representative of their company in attendance. Bidders interested in attending the virtual pre-bid conference should contact the Program Manager of Facilities Rany Zakharia, P.E. (rzakharia@drjtbc.org) with copy to the Chief Engineer Roy W. Little P.E. (rlittle@drjtbc.org) 48 hours in advance to register for the virtual pre-bid conference.

Bidders are invited to attend facilities walk-through meeting at the sites, which is scheduled to occur at 1:30 pm on Monday April 19, 2021. Those attending must have the proper safety attire.

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

All questions about the meaning or intent of the Contract Documents shall be directed, in writing, to Roy Little, P.E., Chief Engineer, Delaware River Joint Toll Bridge Commission, Administration Building, 1199 Woodside Rd, Yardley, Pennsylvania, 19067, Attention: Rany Zakharia, P.E., Project Manager. Inquiries by email are to be directed to the Project Manager at (rzakharia@drjtbc.org) with copy to the Chief Engineer (rlittle@drjtbc.org). Written questions received later than **3:00PM, Monday, April 26, 2021** will not be answered. Replies will be issued only by Addenda, e-mailed, and posted on the Bid Express website no later than **Monday, May 10, 2021** to all parties recorded by the Engineer as having obtained the Contract 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 reference Contract No. T-519A, Capital Project 0818A, Southern Operations and Maintenance Facilities Improvements, Trenton Morrisville, Langhorne & New Hope.

The Commission reserves the right to waive any information in the bids received; to reject any or all bids; to retain the bids for a period up to ninety (90) calendar 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.

DELAWARE RIVER JOINT TOLL
BRIDGE COMMISSION