

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

**NOTICE TO CONTRACTORS**

**July 20, 2021**

Bids for Contract No. TS-590A, Capital Project 1043A, Northampton Street 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, August 31, 2021**. 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 Northampton Street Toll-Supported Bridge (NHSTSB) connects Easton, PA to Phillipsburg, NJ over the Delaware River. The bridge consists of double cantilever trusses (125-foot spans), joined in the center by a 50-foot suspended span to form the appearance of a suspension bridge with a 125'-300'-125' span arrangement, creating a total structure length of 550 feet. The bridge carries three lanes of traffic over an open-grate deck and provides a clear roadway width of 32 feet. Sidewalks of variable width with a minimum width of 7 and a half feet supported on cantilever brackets allow for pedestrian crossings on both sides of the bridge. The structure is currently posted for a 3-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 Northampton Street Toll-Supported Bridge include, but are not limited to:

1. Approach Roadway: Replace isolated existing concrete sidewalk and curb.
2. Ornamental Highway/Sidewalk Lighting: Replace existing lighting fixtures with LED fixtures, supports, conduit and wiring.
3. Architectural Lighting: Replace existing light fixtures with LED fixtures and control system.
4. Electrical: Replacement of existing services (2) with a single three-phase service. Replacement of the existing back-up generator, various electrical panels, junction boxes, conduit, and wiring.
5. Electronic Surveillance System (ESS): Protection of existing facilities during construction, temporary removal and reinstallation of select components, and replacement of electrical feed and fiber communication line.
6. Overhead Lane Use Signals: Protection of existing facilities during construction and replacement of electrical feed.
7. Sidewalk System: Replace existing Fiber Reinforced Polymer (FRP) sidewalk decking with new closed-cell FRP panels spanning from panel point to panel point, including new

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- access hatches with tie-off provisions, and cutouts in panels at truss components and railing posts.
8. Steel Repairs: Perform various structural steel repairs to supplement existing section loss, replace components in-kind, and restore missing components. Also includes removal of unused or insignificant components or appurtenances and installation of high strength bolts in open holes or in place of existing corroded rivets.
  9. Substructure and Pylon Repair: Repoint missing or loose masonry at the abutment faces, pier caps, and northwest wingwall. Install mortar and stone masonry within the large gaps at the southeast masonry wingwall and repoint wall at sidewalk level at the northwest corner. Also includes reconstruction of the deteriorated concrete pylons at sidewalk level at the east abutment approach.
  10. Joint Replacement: Reconstruct the joints at abutments by demolition and replacement of the sidewalk headblock, partial removal of roadway barrier for connection of the upturn to the existing roadway joint extrusion, installing of a continuous neoprene seal across the width of the bridge, rebuilding of the roadway barrier, and replacement of the sidewalk plates.
  11. Railing system: Re-anodize existing railing by removal of railing system within the stage, shipping to an approved anodizing facility, testing of a single panel for approval, re-anodizing of each component, reinstallation of system to match original locations with new hardware.
  12. Painting of superstructure: Replace paint system by installation of working platforms and necessary containment, removal of existing paint system through blasting with additional attention at panel points, and re-painting with 3-coat organic zinc paint system. Includes detailed light color painting within verticals, finials, and cross struts at piers. Also includes waste disposal, worker health and safety, and environmental protection measures.

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, July 20, 2021**, 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”.

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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 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: K, K1, M2, M3, O, P, P8, Q, S2, S7, T4, T5, T6, V, V1 and V2 or an appropriate number of the following NJDOT Work Classifications: 4, 4B, 4D, 4K, 4M, 4N, 4Q, 6E, 7, 8B, 8C, 9G, 17, 18, 24, 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.

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 **Tuesday, July 27, 2021**. 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 ([mmccandless@drjtbc.org](mailto:mmccandless@drjtbc.org)) with copy to the Chief Engineer ([rlittle@drjtbc.org](mailto:rlittle@drjtbc.org)) and the Assistant Chief Engineer, Kevin M. Skeels, P.E. ([kskeels@drjtbc.org](mailto:kskeels@drjtbc.org)). Written questions received later than the close of business on **Wednesday, August 18, 2021** 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 **Tuesday, August 24, 2021** 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

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be in writing. All inquiries during the bidding period should be addressed to the Engineer referencing Contract No. TS-590A.

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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