

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

**CONTRACT NO. T-746A, CAPITAL PROJECT 2340A  
TRENTON - MORRISVILLE TOLL BRIDGE  
ROADWAY PAVING AND DECK SEALING IMPROVEMENTS**

**NOTICE TO CONTRACTORS**

**May 7, 2024**

Bids for Contract No. T-746A, Capital Project 2340A, Trenton-Morrisville Toll Bridge Roadway Paving and Deck Sealing Improvements 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) Thursday, June 6, 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 Richard Rash, Project Manager, at [rrash@drjtbc.org](mailto:rrash@drjtbc.org), a minimum of forty-eight (48) hours in advance of the scheduled bid opening to register for the online virtual public bid opening.

The Trenton-Morrisville Toll Bridge (TMTB) is the second of seven toll bridges constructed and operated by the Commission. The river crossing and approach highway and bridges, owned by the Commission, are part of US Route 1. US Route 1 is a limited access, divided, four lane highway. The bridge was opened to traffic on December 1, 1952.

*Main River Bridge*

The main river bridge is a twelve-span simple steel girder and concrete deck structure with an overall length of 1,324'-6" between abutments. Originally constructed by the Commission in 1952 as a four-lane facility, the deck was widened in 1965 to six lanes with a total curb to curb width of 62 feet. In 2009 one auxiliary northbound lane was added as part of the Commission's Contract No. T-380B, Trenton-Morrisville Toll Bridge Rehabilitation and One Auxiliary Northbound Lane Project.

The design load is H20-S16 providing the bridge with sufficient capacity for legal loads.

*Pennsylvania Approach*

Overall, the Pennsylvania approach is 1800 feet long. The approach is a four-lane divided highway constructed of reinforced concrete and asphalt. The Commission's jurisdiction begins at the easterly end of the viaduct over the Delaware Canal and Conrail tracks. Four (4) lanes, two (2) in each direction, are continued across both the South Pennsylvania Avenue overpass and the Washington Street overpass; the approach then widens to the six (6) lanes: Three lanes are in each of the northbound and southbound directions which accommodates entrance ramp traffic crossing the main river bridge. The southbound roadway widens to five (5) toll lanes at the Toll Plaza.

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The six (6) ramps of the Pennsylvania Avenue interchange are constructed of asphalt. Opposing traffic on all southbound roadway ramps is separated by concrete median barrier.

The approach includes two (2) overpass structures; one over Washington Street and the other over South Pennsylvania Avenue. Both overpasses are single spans with multi-steel beams and concrete decks.

*Toll Plaza*

The toll plaza consists of five (5) toll lanes. The end southbound lane (Lane #1) is 14 feet wide. All the others are 10 feet wide. Lanes #4 and #5 are E-ZPass only; and lanes #1, #2 and #3 are mixed mode permitting cash toll collections by collector or E-ZPass. All booths are erected on concrete islands and are protected with a full canopy.

*New Jersey Approach*

The length of the New Jersey approach is 2,600 feet measured along the main line.

The approach is a four-lane divided concrete and asphalt highway, with the Commission's jurisdiction beginning at a line approximately 380 feet east of the centerline on the underpass at South Broad Street. Southbound there are off- (Ramp S) and on-ramps (Ramp B) serving the Justice Complex at Warren Street; and on-ramps from NJ Route 29 (Ramps I and Y).

Northbound there is an off- ramp (Ramp C) leading to NJ Route 29, and an on-ramp (Ramp N) from Warren Street.

The New Jersey approach consists of several overpass structures. With regard to US Route 1 southbound, the on-ramp (Ramp Y) from NJ Route 29 southbound overpasses both directions of NJ Route 29. This structure is a four span, continuous, curved, multi-girder bridge with a concrete deck. This ramp merges with the on-ramp (Ramp I) from NJ Route 29 northbound at a three, simple span, multi beam bridge over Warren Street.

For US Route 1 northbound traffic, Ramp N is carried over Bridge Street on a three span, prestressed concrete I beam bridge constructed by NJDOT in 1981.

On the main line there are underpasses at South Broad Street and Centre Street. They are both single span multi girder bridges with concrete decks. In addition, there are two single span bridges overpassing at Bridge Street and Ramp N. Finally, there is a three-span prestressed concrete I beam

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bridge overpassing NJ Route 29 northbound (NJ Route 29 southbound goes under the first span of the main bridge).

All work on 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 improvements and repairs to the Trenton-Morrisville Toll Bridge and approach roadways and approach bridges, as shown on the contract drawings, include, but are not limited to:

- A. *Milling and overlay of US Route 1 Northbound and Route 1 Southbound; PA Ramp A, PA Ramp C, PA Ramp E, PA Ramp G, PA Ramp H, PA Ramp J, NJ Ramp S (HMA area by Route 1 gore), NJ Ramp B, NJ Ramp C, NJ Ramp I and NJ Ramp Y.* This work includes partial depth milling the existing HMA pavement and overlaying with new HMA material, and replacement of raised pavement markings. This work also includes providing various pavement reinforcement mats to inhibit cracking and replacing missing traffic signs. This work also includes sawcutting and sealing joints in the asphalt overlays of concrete roads matching the joints in the underlying concrete roadway.
- B. *Pavement Lines and Markings:* This work consists of restriping all pavement lines and markings along all of Route 1 and on all ramps within the limits of the project. This includes replacing all the pavement markings in the toll plaza.
- C. *Ramp C Curve Improvements:* This work consists of partially removing the barrier curb on the inside of the curve, removing concrete curb as required for the new barrier curb, reconstructing the existing Type A inlet under the railroad bridge, constructing new curb, constructing new extended barrier curb on the inside of the curve and constructing a concrete apron between the new curb and new barrier curb. This work also consists of removing a section of barrier curb on the outside of the curve, extending the concrete pavement and constructing new barrier curb. This work also includes constructing a solar powered dynamic curve warning device.
- D. *Ramp C Pavement Improvements:* This work consists of full depth HMA milling down to the top of the underlying concrete roadway, overlaying the ramp with HMA and performing repairs to the underlying concrete roadway (as directed). This work also includes sawcutting and sealing joints in the asphalt overlay matching the joints in the underlying concrete roadway.
- E. *Concrete Roadway Repairs:* This work consists of patching spalls using high early strength concrete in the concrete approach slabs within the project limits.

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- F. *Inlet Modifications:* This work consists of replacing existing castings and casting components to bring existing inlets into compliance with the Commission's NJDEP permit. This work also consists of replacing a fractured concrete collar on a PennDOT Type M inlet on US Route 1.
- G. *Bridge Deck and Bridge Barrier Seal Coats:* This work consists of preparing and sealing the topside surfaces of the decks and the inside of all and tops of some barrier curbs on the bridges within the project limits.
- H. *Deck Spall Repairs:* This work consists of removing and disposing of deteriorated material and patching spalls in the decks of the South Broad Street Underpass, the NJ Route 29 overpass, the Ramp N overpass, and Bridge Street Overpass bridges using high early strength patch material. Spall repairs in sidewalk areas on South Broad Street and concrete approach slabs as indicated on the plans or as directed shall be considered Deck Spall Repairs.
- I. *Median Barrier Spall Repairs:* This work consists of removing and disposing of deteriorated material and patching spalls in the median barriers using high early strength patch material.
- J. *Replace Bridge Joint Material:* This work consists of partially removing and disposing of existing joint filler material and resealing the transverse joints between the headers and approach slabs on the structures on Route 1.
- K. *Joint Cleaning:* This work consists of vacuum cleaning of bridge joints where filler material is not replaced.
- L. *Miscellaneous Drainage Maintenance:* This work consists of cleaning (by vacuuming), removing and disposing of debris and sediments in inlets and pipes (as directed).

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

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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, May 7, 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: C, C1, D, E, F, F1, F2, F3, G, G1, G2, G3, G4, H, H1,K, K2, M3, O, O1, O2, O3, Q, S7, S9, or the following NJDOT Work Codes: 1B, 2, 2B, 4, 4B, 5, 8A, 8B, 8C, 8D, 17, 18, 24, 25.

Evidence of all specified prequalification certifications must accompany the bid.

Specialty Items included in this Contract:

- ITEM 9000-0002- SOLAR POWERED DYNAMIC CURVE WARNING DEVICE TRUCK ROLLOVER RIGHT CURVE SIGN

Subcontractor must be prequalified with PennDOT Work Classifications P, P8, R or NJDOT Work Code C7.

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.

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A virtual pre-bid conference will be held at **10:00AM on Tuesday, May 14, 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 Richard Rash, Project Manager, at [rrash@drjtbc.org](mailto:rrash@drjtbc.org), a minimum of 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 Richard Rash, Project Manager, at [rrash@drjtbc.org](mailto:rrash@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 **2:00 PM (Local Time) on Friday, May 24, 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 **Thursday, May 30, 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 Commission's Project Manager referencing Contract No. T-746A.

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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