

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

NOTICE TO CONTRACTORS

June 9, 2026

CONTRACT NO. T-816A, CAPITAL PROJECTS 2502A & 2606A Trenton-Morrisville Toll Bridge ESS Cameras and Highway Lighting Improvements will be received by the Delaware River Joint Toll Bridge Commission through the online service Bid Express (www.bidexpress.com) until **2:00 PM (Local Time) Tuesday July 7, 2026**. 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 Bhushan Pathare, Project Manager, at bpathare@drjtbc.org, 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) was opened to traffic on December 1, 1952. 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 New Jersey approach is 2,600 feet long 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 Union Street on a three span, prestressed concrete I beam bridge constructed by NJDOT in 1981.

On the main line there are overpasses 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 bridge overpassing NJ Route 29 northbound (NJ Route 29 southbound goes under the first span of the main bridge).

Overall, the Pennsylvania approach is 1800 feet long. The approach is a four-lane divided highway constructed of reinforced concrete. The Commission's jurisdiction begins at the easterly end of the viaduct over the Delaware Canal and Conrail tracks. The approach widens to six lanes at the Pennsylvania Avenue interchange to accommodate ramp traffic. Six lanes are continued across the

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

Washington Street overpass; the approach then widens to the eight lanes. Two lanes and one auxiliary lane are in the non-toll “free” northbound direction, and there are five toll lanes in the southbound direction.

The seven ramps of the Pennsylvania Avenue interchange are overlaid with asphalt. Opposing traffic on all ramps is separated by concrete median barrier.

The approach consists of 2 overpass structures, one at Washington Street and the other at South Pennsylvania Avenue. Both overpasses are single spans with multi-steel beams and concrete deck supported on full height concrete abutments.

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 work to the Trenton-Morrisville Toll Bridge include, but are not limited to:

1. *Electronic Surveillance System (ESS)*: Protection of existing facilities during construction, installations, replacement of electrical feeds and fiber communication lines, and procurement and installation of several new cameras, control boxes, above/below grade conduits, and networking equipment.
2. *Highway Lighting Improvements*: Demolishment of existing lighting feeders and lighting controls, provide new above/below grade conduits, wiring, lighting, lighting controls and replacement of existing junction boxes.

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, June 9, 2026**, the 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 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

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

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, C6, D,F1,G,K,K1,M,M3,O,O3,P,P1,P3P8,Q,X,Z
NJDOT Work Classifications: 1,1C,2,2A,2B,2C,2D,6,6E,7,8,8B,8E,9,9J, 17,22,24,33,38,

Evidence of all specified prequalification certifications must accompany the bid.

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 11:00AM on **Tuesday, June 16, 2026**. Potential 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 Bhushan Pathare Project Manager, at bpathare@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 Bhushan Pathare Project Manager, at bpathare@drjtbc.org, with copy to the Chief Engineer, Kevin M. Skeels, P.E. (kskeels@drjtbc.org) and the Assistant Chief Engineer, Steven Burke, P.E. (sburke@drjtbc.org). Written questions received later than the close of business on **Friday, June 19 2026** 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 **Monday June 22, 2026** 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. T-816A.

This project requires a designated Traffic Control Coordinator(s) (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.

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

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

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.

DELAWARE RIVER JOINT TOLL
BRIDGE COMMISSION