

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

NOTICE TO CONTRACTORS

OCTOBER 1, 2026

Bids for Contract No. TS-622A, Capital Project 1215A, Portland-Columbia Toll-Supported Pedestrian Bridge 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) Thursday, November 5, 2026**. At that time, all bids submitted through Bid Express will be downloaded and publicly read online. **No paper bids will be accepted.**

Potential bidders are encouraged to have an officer, or an authorized representative of their company attend an In Person Pre-Bid conference at the Delaware River Joint Toll Bridge Commission's Portland-Columbia Bridge Maintenance & Operations Building (Entrance off PA 611 Eastbound Ramp), Portland, PA 18351 at 10:00AM on October 8, 2026.

The Portland-Columbia Toll-Supported Pedestrian Bridge spanning the Delaware River between the Borough of Portland, Pennsylvania and Columbia, New Jersey (an unincorporated community in Knowlton Township NJ) is a four-span continuous through deck steel girder structure, using 290 tons of steel. The length of the bridge is 770' with four equal spans of 192'-6" each. The girders are 9'-6" apart, center to center; the reinforced concrete sidewalk is 8' wide and 5" thick. The piers and abutments originally built in 1839 are rubble stone masonry, stone filled, founded on stone filled timber cribbing. They were partially rebuilt in 1957 with the construction of new concrete seats, backwalls and parapets.

The Pennsylvania approach consists of concrete sidewalk and steps with grass areas adjacent to walks. The New Jersey approach is comprised of concrete steps and landing with original concrete roadway paving, serving as approach to bridge.

Also within the Commission's jurisdiction is the two-lane bridge carrying Locust Street over US Route 46 in the Township of Knowlton. The Locust Street Overpass is a four span structure, approximately 172' long consisting of steel girders carrying a reinforced composite concrete deck on concrete stub abutments. It carries a ramp from US 46 westbound into the unincorporated community of Columbia in Knowlton Township and a ramp from Columbia to I-80 eastbound over US 46 eastbound and the ramp into Columbia.

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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 include, **but are not limited to**:

1. *Portland-Columbia Toll-Supported Pedestrian Bridge:*
 - a. Remove existing paint system in its entirety and replace with a three coat organic zinc paint system with the installation of working platforms and necessary containment. This work also includes waste disposal, worker health and safety, and environmental protection measures.
 - b. Remove the existing concrete deck and replace with a new reinforced concrete deck with new joints and new drainage features.
 - c. Miscellaneous steel repairs related to the angles supporting the concrete deck.
 - d. Removal and replacement of the top angles in the diaphragms.
 - e. Installation of jacking diaphragms.
 - f. Removal of existing rocker bearings.
 - g. Construction of new concrete pedestals for new bearings.
 - h. Install new neoprene bearings including sliding neoprene bearings
 - i. Repair missing grout in piers and abutments.
 - j. Apply epoxy seal coat to bridge seats and pier caps.
 - k. Remove existing handrails and install new handrails.
 - l. Install conduits and pull boxes for a future Electronic Surveillance System (ESS).
 - m. Replace a rotated drainage outfall.
 - n. Perform miscellaneous repairs to approach handrails and concrete roadway in the Commission's jurisdiction.
2. *Locust Street Overpass:*
 - a. Remove existing deck joints at abutments, including partial removal of adjacent deck and abutment headers.
 - b. Reconstruct deck and abutment concrete headers with new neoprene strip seal dam deck joints including incidental parapet modification and reconstruction.

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.

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Beginning **Thursday October 1, 2026** the contract documents may be obtained online from Bid Express via a link on the Commission's website (www.drjtb.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: K1, K2, Q, S2, S7, S9, T4, T5, T6, T7, T8, V, and V2 or an appropriate number of the following NJDOT Work Classifications: 4, 4B, 4D, 4K, 4M, 4N, 4Q, 4S, 8B, 9F, 10, 19, 24, and 28.

Evidence of all specified pre-qualification certifications must accompany the bid.

Specialty Items included in this Contract:

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.

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, Inshera Abedin P.E. (iabedin@drjtb.org) with a copy to the Program Area Manager Michael McCandless, P.E. (mmccandless@drjtb.org) and the Commission's Chief Engineer, Kevin M. Skeels, P.E. (kskeels@drjtb.org). Written questions received later than the close of business (4:00 PM) on **Thursday October 22, 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 **Tuesday October 27, 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. TS-622A.

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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 TIC in the Special Provisions for Item 4901-0001 – Maintenance and Protection of Traffic During Construction- Modified.

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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