

PennDOT Jefferson County Invitation for Bid (IFB)

This bid solicitation has been reserved for Small Business Contracting. Only those Bidders certified as DGS Small Businesses through the Small Business Contracting Program may submit a bid for these services.

Pursuant to Executive Order 2021-06, Worker Protection and Investment (October 21, 2021), the Commonwealth is responsible for ensuring that every worker in Pennsylvania has a safe and healthy work environment and the protections afforded them through labor laws. To that end, contractors and grantees of the Commonwealth must certify that they are in compliance with Pennsylvania's Unemployment Compensation Law, Workers' Compensation Law, and all applicable Pennsylvania state labor and workforce safety laws by completing and returning attached Worker's Protection Contractor Grantee Notice Form.

1. Overview

- a. The purpose of this Invitation for Bid (IFB) is to award a responsible and responsive Contractor to perform **crack and seating** of concrete using a concrete breaker (guillotine machine) as well as subsequently **rolling** the broken concrete at a PennDOT Jefferson County Rest Area (I-80 Eastbound Rest Area located between exits 86 and 90).

2. Project Overview

- a. Bidding:
 - i. This project will be bid online via the portal at (www.emarketplace.state.pa.us).
 - ii. The following required forms are attached.
 1. Worker's Protection form
 2. Certificate of Insurance
- b. Award of Purchase Order
 - i. Bid opening will be conducted electronically by PennDOT District 10 via Microsoft Teams at the conclusion of the bidding period as designated on the portal. Log-in information to attend the bid opening meeting is available on request to the Issuing Officer Nathan Sykes at nasykes@pa.gov.
 - ii. After the bidding period for this Invitation for Bid (IFB) is completed, the Department will award a Purchase Order (PO) to the vendor submitting the lowest, responsible and responsive bid.
 - iii. PennDOT reserves the right to cancel the Invitation for Bid (IFB) should no vendor meet project qualifications or meet fiscal objectives.
- c. Completion of Project
 - i. After the Purchase Order (PO) is awarded, Jefferson County PennDOT will contact vendor with specific start date which will tentatively begin in

September 2024. Vendor is not permitted to commence work without receiving notice to proceed from PennDOT.

- ii. The Rest Area will be closed during the project, and the awarded vendor must schedule work hours during the hours of 6:00 am - 6:00 pm. Jefferson County Assistant Maintenance Manager Steve Vasbinder must be present during the work to ensure compliance with PennDOT policy. Contact information will be distributed to the awarded vendor.
- iii. As per Department of General Services Handbook Part I Chapter 44 Prevailing Wage Act, the awarded vendor must compensate employees at the minimum prevailing wage as outlined in the Bureau of Labor Law. These wage rates are included as an attachment to this solicitation.

d. Payment

- i. Upon completion of crack and seat project, awarded vendor must submit the following forms for payment.
 - 1. OS-501 (attached) and copy of invoice to Jefferson County PennDOT at svasbinder@pa.gov.
 - 2. Billing invoice to the Comptroller Resource Account at RA-OB69180@pa.gov.
- ii. Vendor will be paid in one lump sum payment.

3. Project Specifics

a. Location:

- i. Jefferson County I-80 Eastbound Rest Area located between exits 86 and 90.

b. Scope of Work

- i. Vendor will be required to crack and seat all parking areas located at the above referenced Jefferson County rest area. **Vendor must also proof roll resulting broken concrete.** Bids not including rolling of resulting broken concrete will not be accepted.
- ii. Total SY of Concrete – 8465 SY
- iii. Rest Area will be closed to the public during the project.
- iv. Please see Appendix A for further information.

4. Equipment Specifications

- i. Vendor will supply all required fuels, oils, coolants, etc. PennDOT will not provide any supplies required to complete this project.
- ii. Vendor will not be paid for time lost due to a breakdown of equipment that causes lost production.
- iii. Contractor shall supply a qualified operator in order to provide a safe and efficient operation. All warning lights must be working, revolving, strobe, and flashers.

- iv. The Contractor shall be responsible for ensuring that all equipment and operators are in conformance with applicable Motor Vehicle laws and Federal regulation.
- v. Unit shall function as designed by the manufacturer.
- vi. Contractor is responsible for all wear items associated with this unit.
- vii. Contractor is responsible for all repairs to this unit. PENNDOT will do no repairs of any kind.
- viii. Please see Appendix A for additional equipment requirement details.

5. Additional Expenses

- a. Vendor shall be responsible for payment of all permits, licenses, certifications etc. required by law for the proper execution and completion of work.
 - i. Vendor is responsible to obtain any/all local permits etc. required to complete this project.
- b. The Department shall not be liable for any costs or expenses incurred in the preparation and submission of the proposals.

6. Contractor Performance

- a. During the Contract period, Contractors who perform poor or unsafe work, do not provide services on time, or engage in other unacceptable conduct (e.g. violation of the Contract Terms and Conditions), may be entered into the Commonwealth's Contractor Responsibility Program (CRP), and may be removed from the list of Qualified Contractors and restricted from supplying future services. Furthermore, entry into the CRP may affect the contractor's ability to obtain future contracts with all Commonwealth agencies.
- b. Failure by the Contractor to supply equipment that meets the specifications identified within the Invitation for Bid (IFB) may result in termination, the Contractor being determined non-responsive, and/or entry into the Commonwealth's Responsibility Program for Contractor performance.
- c. Contractors shall not issue news releases, internet postings, advertisements or any other public communications pertaining to any projects with the Department without written approval of the PennDOT, and then only in coordination with PennDOT.

Appendix A

DESCRIPTION - This work is cracking and seating of existing plain concrete pavement, and break and seating of existing reinforced concrete pavement, 10" average depth concrete.

CONSTRUCTION -

(a) Equipment. Submit a pavement breaking/cracking plan and list of proposed equipment for approval prior to the start of construction. If, during breaking/cracking operations, satisfactory

results are not being obtained, cease all breaking/cracking operations and submit an alternate plan and/or list of equipment capable of obtaining the specified results to the Commonwealth's Representative. Resume breaking/cracking operations upon acceptance of the alternate plan. Do not use sonic vibratory equipment.

Repeat this procedure as necessary to obtain the specified results.

(b) Sawcutting. For reinforced concrete pavement sections, saw cut the existing concrete pavement at one third points to a depth sufficient to sever mesh reinforcing steel. Provide sawcuts such that the spacing of existing joints and/or sawcuts is approximately 20 feet. Make sawcuts full lane width.

(c) Breaking/Cracking. Break the existing reinforced pavement with mechanical breaking equipment capable of producing a breaking pattern with no single piece of original pavement greater than 24 inches, or smaller than 18 inches in any dimension. Crack the existing plain pavement (crack and seat) with mechanical cracking equipment capable of producing a breaking pattern with no single piece of original pavement greater than 36 inches, or smaller than 18 inches in any dimension. Break/crack the existing pavement such that breaking/cracking extends the full slab depth, and such that a uniform pattern is created on a regular and continuous basis.

Utilize the approved breaking/cracking pattern resulting in a mean back-calculated elastic modulus in the range of 400,000 and 900,000 psi. The distribution of modulus values will result in outliers to this target range. If the population appears to be skewed to the upper or lower bounds, it may be necessary to review the breaking/cracking pattern. Do not pulverize the pavement.

Establish a satisfactory breaking pattern for reinforced pavements (break and seat), and a second pattern for plain pavements if encountered (crack and seat), by constructing a 250 foot long test section for each pavement type in truck parking area only. Do not construct test section in the moving traffic lanes.

Remove any asphalt overlays prior to pavement breaking.

Extract a full-depth 10-inch core within the first 1,000 feet of breaking/cracking operations, to ensure that the pavement is being broken to the specified dimensions. Alternatively, breaking can be verified by inspection of the slab edge along the shoulder.

Exercise care during breaking/cracking operations to prevent shattering pavement edges adjacent to full depth bituminous patches.

Exercise extreme care during breaking/cracking operations to protect and prevent damage to underground utilities and drainage facilities. Utilize the following alternate breaking patterns over the existing utility crossings, these will be marked out after making PA One-Call in the Field.

Do not break over these utilities a minimum of 25 feet before and 25 feet after the utility crossing. In this area perform base repair as needed or indicated by Jefferson County Maintenance Manager or Jefferson County Representative.

(d) Seating. After the breaking operation, seat the broken pavement with no less than two or no more than four passes of a 50 ton pneumatic tired roller meeting the requirements of Section 108.05(c)3.e to seat the broken pavement. Establish a rolling pattern that ensures all areas of surface are directly contacted by the roller in no more than four passes. Each coverage is considered a single pass, with a round trip considered two passes. Do not use vibratory rollers.

Final seating is satisfactory when vertical deflection under the roller is less than or equal to 1 inch.

Compact backfill as specified, and as directed.

(e) Final Surface. After final seating, sweep and clean the surface of the broken and seated pavement to remove all loose material.

Do not allow vehicular traffic on the roadway after the pavement has been broken, unless approved.

Unsuitable material will be removed and replaced by department forces under the following specifications:

Remove all unsuitable and unstable material and undercut any area of pavement not meeting this criterion and repair as follows: Install 6 inches of 25 mm base course, on No. 1 coarse aggregate, on Type 2 geotextile in the excavated areas, as indicated and directed.

