Valley Regional Transit (VRT) is requesting bids for sign work related to the 2020 service changes

**Date Issued:** February 05, 2020  
**Request:** Bids for sign work  
**Detailed Scope:** Attached  
**RFB Contact:** Jacob Hassard  
jhassard@valleyregionaltransit.org

Bids can be emailed or delivered to:

Valley Regional Transit  
Attention: Jacob Hassard, Capital Infrastructure Projects Manager  
700 NE 2nd Street, Suite 100, Meridian, Idaho  
or emailed to jhassard@valleyregionaltransit.org on or before  
**February 26, 2020 @ 5:00 p.m. MT**

**Term:**

Contractor shall provide sign install and removal and related work for up to 3 months from the notice to proceed in order to complete the attached scope of work.

**Submission Requirements**

All Bids must include the following items in order to be considered:

- Completed Price List
- All bids must be signed by duly authorized representative of the firm. **All unsigned or late submissions will be automatically rejected.**
- Current Public Works Contractor license number

Please include this information on the submittal for included below.

Valley Regional Transit will review all bids. An informal notice to proceed will be sent to the most responsive and responsible vendor. Award will be made based upon best value and price. Vendors will be notified by email with an informal Notice of Intent to Award.

We appreciate your interest in Valley Regional Transit and look forward to your response.
Scope of Work: Sign work for VRT's 2020 Service Change

Important! Please read and understand all of these scope elements prior to bidding!

Valley Regional Transit is changing the path and frequency of a couple of its routes in the spring of 2020. These changes will go into effect March 30th. This means that all new signage will need to be in place prior to that date. This also means that all old signage that will be removed will need to stay in effect up to the weekend prior to that date. Over the weekend prior to the service change, all new signage will need to be made visible and ready and all removed signage will need to be removed and/or made inactive.

In the past this process has been completed by installing all new sign posts and blades for the new stops and then hooing them with stop closed bags provided by VRT. These installs are completed in the month prior to the change. On the weekend of the service change, the hoods are removed from the new signs and placed on the signs to be removed, which can then be removed over the month following the service change. Signs co-located with ACHD no parking sign blades will have to have the bus stop sign blade installed on the weekend of the service change (no hooing of those posts allowed) in order for those signs to remain in effect throughout the work schedule.

This process has worked well and is recommended to be followed by bidders, but it is important to factor in the additional trips to the sites and possible weekend work involved before bidding. In most cases at least two trips to every site will be required to complete this work. The signs listed under the remove and reset section of this effort are not affected by the service change and can be completed any time prior to the scheduled 3 month project closeout.

All work will need to be completed according to local codes and standards. The majority of signs will be in ACHD R/W which will trigger their requirements for road work permits. Some small amount of work will be in the ITD R/W. All applicable rules, regulation, insurance and bonding requirements that the applicable agencies have will need to be followed. Signs should be installed according to ISPWC standards unless noted otherwise. Some of the more vital elements of those standards are that all sign blades must be higher than 7' above the walking or driving surface and that all sign blades need to be more than 2' back behind the face of curb to avoid mirror strikes. Please see the specification sheets for the applicable authorities listed on the following pages.

All sign blades, posts and hardware including decals and hooing bags will be provided by VRT. The contractor will be required to provide tools, labor and concrete for the sign bases as well as the permitting required. Select removal of shelters and benches included in this effort are included with additional specification notes and pricing.

Valley Regional Transit receives federal funding including for this effort so Davis Bacon Wages and reporting will be required for non-owner performance. Please contact the project manager for any questions related to this requirement and be sure to use the required wage reporting for also attached below. Applicable wages can be found near the end of this document.

The listed and noted pictures and descriptions of all stops shown below are expected to remain the same but some small amount of them may be adjusted during the bidding timeframe (moved slightly or added/removed from the scope). Please price the cost/per elements of the bid as if the scope of
work is 95% complete. Minor changes in the scope or sign locations will not be grounds for a cost per price adjustment.
**Prime-Offeror (General Information)**

**Acknowledgement:**
I have read the scope of services included here and VRT's terms and conditions noted online and agree to the terms and conditions of this effort.

Name of Company: ____________________________________________

Firm’s Address: ______________________________________________________________________

Firm’s Contact Person: __________________________ Title: ________________________________

Telephone: ____________________________ Email: _______________________________________

The undersigned certifies as follows:

1. That he/she has read and understands all requirements and specifications of the request for bids including purchase order terms and conditions found on Valley Regional Transit's website; and
2. That he/she agrees to all requirements, specifications, terms, and conditions of the request for bid referenced above; and
3. That he/she will furnish the designated item(s) and/or service(s) as quoted in the request for bid; and
4. That he/she certifies under penalty of perjury that the Prime-Offeror is, to the best of his/her knowledge, not in violation of any Idaho tax law; and
5. That his/her company has been certified as one of the following registered business classifications:
   - DBE ____ Corporation_____ Other, identify: ___________________________________

Prime-Offeror’s Signature: __________________________ Date: ________________

Bid Price for the work in question:

<table>
<thead>
<tr>
<th>Item Description</th>
<th># of units</th>
<th>Unit cost/per</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>New bus stop sign &amp; related or assoc. work</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sign post removal and assoc. work</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sign remove and reset</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shelter &amp; Amenities Removal</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>
Sign locations to be added to the existing network

Parkcenter and Bown Way SEC, Boise - install a new sign post and base (concrete mount) in the location shown – decal for the sign is route 1.
Parkcenter and Bown Way NEC, Boise - install a new sign post and base (concrete mount) in the location shown – decal for the sign is route 1.
Parkcenter and Law NEC, Boise - install a new sign post and base in the location shown – decal for the sign is route 1.
Parkcenter and Law SWC, Boise - install a new sign post and base in the location shown – decal for the sign is route 1.
Parkcenter and Apple SEC, Boise – install a new sign post and base in the location shown – decal for the sign is route 1.
Federal Way and Findley SWC, Boise - install a new sign post and base in the location shown – decal for the sign is route 2.
Front and Ave A NWC, Boise - install a new sign post and base in the location shown – decals for the sign are route 1 & 2.
Saxton and State NEC, Boise - install a new sign post and base in the location shown – decal for the sign is route 9.
State and Ballantyne SEC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
State and Ballantyne NEC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
State and Olde Park SWC, Eagle – install the sign in the location shown (concrete mount) – decal for the sign is route 9.
State and Olde Park NEC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
State and Flagstone SWC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
State and Stierman NEC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
Edgewood and Riverside SWC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
Riverside and Pacific SWC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
State and Eagle Promenade NEC, Eagle - install a new sign post and base in the location shown – decal for the sign is route 9.
Carlton Bay and Lakewood SEC, Garden City - install a new sign post and base in the location shown – decal for the sign is route 9.
**Signs to be removed permanently**

Bown and Riverwalk NWC, Boise - remove the sign post and base and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.

Bown and Riverwalk SEC, Boise - remove the sign post and base and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.
Apple and Lexington NEM, Boise - remove the sign post and base and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.

Apple and Lexington NWM, Boise - remove the sign post and base and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.
Federal Way and Fred Meyer SWC, Boise - remove the sign post, base and bench and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.

Capitol and Front SEC, Boise - remove the sign post, base and bench and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.
13th and Grand NEC, Boise - remove the sign post and base and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.

13th and Post Office NWM, Boise - remove the sign post and base and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.
Shoreline and 14th SEC, Boise - remove the sign post and base and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping.
Signs to be removed and reset

Main and 5th SWC, Boise – remove and reset the bent and leaning post.

Emerald and Benjamin SWC, Boise – remove and reset the leaning post.
Midland and Cherry SWC, Nampa – remove the existing sign post from its existing location and move it south to the location shown.
Shelter and amenity work

13th and Grand SWM, Boise - remove the sign post and base, trash can, bench and shelter and salvage to the Orchard yard. Repair the area to match the surrounding landscaping. Patch and fill all concrete penetrations. Glass can be removed from shelter prior to transport but pallet for storage should be provided by contractor for storage out of the dirt.

13th and Post Office SWC, Boise - remove the sign post, base, shelter and bench and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping. Patch and fill all concrete penetrations to match the surrounding area. Glass can be removed from shelter prior to transport but pallet for storage should be provided by contractor for storage out of the dirt.
Broadway and Front NEC, Boise - remove the sign post, base, bench and shelter and salvage to the Orchard yard. Repair the post area to match the surrounding landscaping and patch and fill all concrete penetrations. Glass can be removed from shelter prior to transport but pallet for storage should be provided by contractor for storage out of the dirt.
ACHD Installation Requirements:

**Typical Installation for Signs**

**Legend**

1. Face of Curb.
2. Normal Shoulder Location.
3. Type E-1 Sign Post. 2" x 2" perforated square tubing. 12 gauge (0.105" wall thickness). 2,410 lb./ft. weight.
5. 3/8" x 3" hex head bolt w/locknut & 2 flat washers.
6. Class 3000 psi concrete.
7. Type E-1 Anchor Post. 2 1/2" x 2 1/2" square tubing. 3/16" wall thickness. No perforations. 5.08 lb./ft. weight.
8. 12" dia. circular concrete foundation x 3'-0" depth may be used in lieu of 8"x8" square foundation.
9. Install joint material around foundations perimeter.

**Type E-1**

Sign Post Installation Details

With One Piece Anchor Post

IDaho Standards for Public Works Construction  
Sign Installation  
Standard Drawing No. SD-1130
Wages for Reporting

"General Decision Number: ID20200090 01/03/2020

Superseded General Decision Number: ID20190090

State: Idaho

Construction Type: Highway

County: Ada County in Idaho.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.80 for calendar year 2020 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.80 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2020. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number     Publication Date
0             01/03/2020

ENGI0370-014 01/01/2019

Rates Fringes
POWER EQUIPMENT OPERATOR:
Bulldozer
GROUP 8....................$ 31.27            12.05

ZONE PAY:
Zone 1  0 - 30 miles:  free
Zone 2  30 - 60 miles:  $30.00/per day
Zone 3  More than 60 miles:  $35.00/per day.

If a project is located in more than one zone the lower zone rate shall apply

ZONES SHALL BE MEASURED FROM THE THE FOLLOWING U.S. POST OFFICES:

BOISE: 304 N. 8TH STREET
TWIN FALLS: 253 2ND AVE. WEST
POCATELLO: CLARK STREET
IDAHO FALLS: 875 NORTH CAPITAL AVE.

* LABO0238-035 06/01/2019

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORER: Pipelayer..............$ 28.48</td>
<td>13.00</td>
</tr>
<tr>
<td>Zone Differential (Add to Zone 1 rates): Zone 2 - $2.00</td>
<td></td>
</tr>
<tr>
<td>BASE POINTS: Pasco</td>
<td></td>
</tr>
<tr>
<td>Zone 1:  0-45 radius miles from the main post office.</td>
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</tr>
<tr>
<td>Zone 2:  45 radius miles and over from the main post office</td>
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</tr>
</tbody>
</table>

* SUID2013-018 06/17/2013

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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</thead>
<tbody>
<tr>
<td>CARPENTER (Form Work Only)........$ 26.24</td>
<td>9.48</td>
</tr>
<tr>
<td>CARPENTER, Excludes Form Work....$ 23.92</td>
<td>9.75</td>
</tr>
<tr>
<td>CEMENT MASON/CONCRETE FINISHER...$ 16.00</td>
<td>5.41</td>
</tr>
<tr>
<td>ELECTRICIAN.........................$ 26.97</td>
<td>12.10</td>
</tr>
</tbody>
</table>
HIGHWAY/PARKING LOT STRIPING:
  Painter..................................$ 25.47  9.52

LABORER:  Asphalt, Includes
  Raker, Shoveler, Spreader and
  Distributor..................................$ 21.57  8.61

LABORER:  Common or General.......$ 17.31  4.66

LABORER:  Grade Checker.............$ 15.95  3.86

LABORER:  Mason Tender -
  Cement/Concrete.........................$ 15.50  5.41

OPERATOR:
  Backhoe/Excavator/Trackhoe............$ 20.82  5.88

OPERATOR:  Bobcat/Skid
  Steer/Skid Loader.......................$ 21.15  8.20

OPERATOR:  Broom/Sweeper............$ 19.58  6.87

OPERATOR:  Crane.........................$ 23.34  9.45

OPERATOR:  Forklift.....................$ 23.13  9.17

OPERATOR:  Grader/Blade...............$ 22.36  6.26

OPERATOR:  Loader........................$ 23.45  6.62

OPERATOR:  Mechanic.....................$ 23.55  8.54

OPERATOR:  Oiler..........................$ 22.51  5.83

OPERATOR:  Paver (Asphalt, Aggregate, and Concrete).............$ 20.46  3.86

OPERATOR:  Roller (Subgrade).......$ 19.99  7.99

OPERATOR:  Roller........................$ 19.94  6.46

OPERATOR:  Rotomill.....................$ 28.05  10.00

OPERATOR:  Screed.......................$ 20.52  6.77

TRAFFIC CONTROL:  Flagger............$ 14.02  4.66

TRAFFIC CONTROL:
<table>
<thead>
<tr>
<th>Classification</th>
<th>Rate</th>
<th>Hourly Rate</th>
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</thead>
<tbody>
<tr>
<td>Laborer-Cones/</td>
<td>$16.17</td>
<td></td>
</tr>
<tr>
<td>Barricades/Barrels -</td>
<td></td>
<td>4.66</td>
</tr>
<tr>
<td>Setter/Mover/Sweeper</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRUCK DRIVER: Dump Truck</td>
<td>$20.56</td>
<td></td>
</tr>
<tr>
<td>TRUCK DRIVER: Lowboy Truck</td>
<td>$26.61</td>
<td></td>
</tr>
<tr>
<td>TRUCK DRIVER: Oil Distributor Truck</td>
<td>$23.93</td>
<td></td>
</tr>
<tr>
<td>TRUCK DRIVER: Water Truck</td>
<td>$22.33</td>
<td></td>
</tr>
</tbody>
</table>

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the
cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

**Union Rate Identifiers**

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

**Survey Rate Identifiers**

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

**Union Average Rate Identifiers**
Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations  
Wage and Hour Division  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210
2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION