STATEMENT OF WORK
For
Greenbelt Park
6565 Greenbelt Road
Greenbelt, Maryland 20770

Greenbelt BW PKWY Truck Mounted Retrofit

1.0 Background

National Capital East – East (NACE) consists of 14 park sites, parkways and statuary covering more than 8,000 acres of historic, cultural, and recreational parklands from Capitol Hill to nearby Maryland suburbs. The Baltimore-Washington Parkway was opened for traffic in October 1954, it was designed to blend with the natural topography and preserve a scenic, forested transportation corridor between Washington, DC and Baltimore, Maryland as an alternative to congested U.S. Route 1. The volume of traffic has consistently increased over the years, leading to an increase in roadway work zone operations and accident cleanup.

The purpose of this Scope of Work is to retrofit a National Park Service (NPS) 2021 International MV607 truck with a J-Tech engineered service body truck-mounted attenuator (TMA), and associated safety pod components. The retrofit is intended to support roadway safety operations, improve worker protection, and ensure compliance with applicable park, federal, state, and industry standards.

2.0 Objective

- Integrate a fully engineered J-Tech truck body designed for roadway work zone operations on Baltimore – Washington Parkway.
- Install and commission a J-Tech (or J-Tech compatible) truck-mounted attenuator meeting Manual on Uniform Traffic Control Devices (MUTCD) and National Cooperative Highway Research Program (NCHRP) 350/MASH requirements.
- Ensure final configuration meets all structural, electrical, safety, and operational specifications for field deployment on public lands, transportation corridors, or construction zones.

3.0 Scope

The contractor shall provide all labor, materials, equipment, and technical services necessary to retrofit a government-provided 2021 International MV607 chassis with a J-Tech-engineered truck body, truck mounted attenuator (TMA), and associated safety pod assemblies. All work shall comply with J-Tech engineering specifications, International Truck body-builder guidelines, and applicable roadway safety standards.

The retrofit work shall be performed at the contractor's facility, which may be located outside of the State of Maryland. The contractor shall be responsible for all transportation and handling required to move the government vehicle between the National Park Service facility and the contractor's retrofit facility.

4.0 Work to be Performed

4.1 Vehicle Transportation and Handling

The contractor shall provide all labor, equipment, and transportation services required to safely transport the government vehicle from the National Pars Service facility to the contractor's retrofit facility and return the vehicle upon completion of the work.

Transportation requirements include:

- Pick up the government -owned 2021 International MV607 truck from Greenbelt Park, 6565 Greenbelt Road, Greenbelt, Maryland.
- Transport the vehicle to the contractor's retrofit facility, which may be located outside the State Maryland.
- Use properly rated commercial vehicle transport equipment (e.g., flatbed, lowboy, or equivalent) to ensure safe loading and unloading of the vehicle.
- Compliance with all federal, state, and local transportation regulations during shipment.
- Protection of the government vehicle from damage during transport.
- Return delivery of the completed vehicle to Greenbelt Park upon completion of the retrofit and testing.

The contractor shall assume responsibility for the vehicle while it is in the contractor's possession, including during transportation and while located at the contractor's facility.

4.1 Engineering & Verification

- Review and validate all J-Tech design drawings for compatibility with the MV607 chassis (frame, wheelbase, electrical system, and payload limits).
- Identify and report any required chassis modifications prior to installation.

4.2 J-Tech Body Installation

- Remove existing body components as required.
- Install J-Tech-engineered service body including mounting subframe, platform structure, tool components, steps, and hardware.
  Apply corrosion protection and ensure all structural components meet manufacturer requirements.

4.3 Truck-Mounted Attenuator (TMA) Installation

- Install J-Tech (or J-Tech-specified) attenuator assembly.
- Ensure mounting height, offset, support framing, and deployment mechanisms meet NCHRP 350 or MASH TL-3 requirements.
- Integrate all electrical and hydraulic controls for deploy/slow functions.

4.4 Safety Pods Installation

- Install J-Tech safety pods according to provide design schematics.

- Integrate pod controls with vehicle electrical system and operator interface panels.

4.5 Electrical & Lighting Integration

- Install and verify all warning lights, arrow boards, brake/marker lights, work lighting, and control switches.
- Ensure circuits are fused, labeled, and compliant with FMVSS and MUTCD guidelines.
- Provide updated electrical schematics reflecting all modifications.

4.6 Functional Testing & Quality Control

- Conduct full operational testing of body functions, attenuator deployment, pod operations, and lighting systems.
- Correct deficiencies prior to final inspection.
- Provide test results and installation sign-off.

5.0 Deliverables

- Installation plan and timeline
- Completed retrofit of body, TMA, and safety pods
- Updated electrical diagrams
- Operational test documentation
- Warranty information (manufacturer and contractor workmanship)

6.0 Location (Pickup and Delivery Location)

Greenbelt Park 6565 Greenbelt Road Greenbelt, Maryland

20770 **7.0 Period of Performance**

60 days after award