NOTICE TO CONTRACTORS:

This is to notify all concerned and especially the prospective bidders that the bid opening for the subject project is currently scheduled for December 21, 2011 at 2:00 P.M. in the Conference Room of the Department of Transportation Administration Building, 2800 Berlin Turnpike, Newington, Connecticut.

The Department has established a general mailbox to receive contractor questions. Please send all future questions to DOTContracts@ct.gov.

Addendum No. 5 is attached

This Addendum is necessary to add, revise and delete Special Provisions, Contract Items, Plan Sheets, revise Federal Wage Rates and to answer questions asked on the subject project.

Revised Bid Proposal Forms are being issued to Prospective Bidders.

Philip J. Melchionne
For: Gregory D. Straka
Contracts Manager
Division of Contracts Administration
SPECIAL PROVISIONS
NEW SPECIAL PROVISIONS
The following Special Provisions are hereby added to the Contract:

- SPECIAL NOTICE TO CONTRACTOR – REMOVAL OF AMTRAK C & S AND LEVEL (3) INSTALLATION WORK
- ITEM NO. 1002232A – TRAFFIC CONTROL FOUNDATION – SPAN POLE – TYPE C
- ITEM NO. 1112217A – CAMERA LOWERING DEVISE ASSEMBLY TYPE B

REVISED SPECIAL PROVISIONS
The following Special Provisions are hereby deleted in their entirety and replaced with the attached like-named Special Provisions:

- CONTRACT TIME AND LIQUIDATED DAMAGES
- NOTICE TO CONTRACTOR – AMTRAK SPECIFICATIONS
- ITEM NO. 0601651A – RETAINING WALL (SITE NO. 1)
- ITEM NO. 0601656A – RETAINING WALL (SITE NO. 6)
- ITEM NO. 0601657A – RETAINING WALL (SITE NO. 7)
- ITEM NO. 0601658A – RETAINING WALL (SITE NO. 8)
- ITEM NO. 0601659A – RETAINING WALL (SITE NO. 9)
- ITEM NO. 0601660A – RETAINING WALL (SITE NO. 10)
- ITEM NO. 0601661A – RETAINING WALL (SITE NO. 11)
- ITEM NO. 0601662A – RETAINING WALL (SITE NO. 12)
- ITEM NO. 0601678A – RETAINING WALL (SITE NO. 28)
- ITEM NO. 0601687A – RETAINING WALL (SITE NO. 37)
- ITEM NO. 0916111A – NOISE BARRIER WALL (STRUCTURE)
- ITEM NO. 0916126A – NOISE BARRIER WALL
- ITEM NO. 0916219A – ROCK IN POLE EXCAVATION
- ITEM NO. 0969202A – CLASS B OFFICE
- ITEM NO. 0969205A – CLASS B OFFICE SUPPLIES
DELETED SPECIAL PROVISIONS
The following Special Provisions are hereby deleted in their entirety:

- ITEM NO. 0651427A – 8” STEEL CASING
- ITEM NO. 0651591A – AUGER BORE 8” STEEL CASING
- ITEM NO. 0651592A – HORIZONTAL DIRECTIONAL DRILLING 6” HDPE
- ITEM NO. 0651593A – HORIZONTAL DIRECTIONAL DRILLING 8” HDPE
- ITEM NO. 0651594A – HORIZONTAL DIRECTIONAL DRILLING 4” HDPE
- ITEM NO. 1008605A – 6” GALVANIZED IRON PIPE SURFACE MOUNTED
- ITEM NO. 1008606A – 8” GALVANIZED IRON PIPE SURFACE MOUNTED
- ITEM NO. 1008607A – 4” GALVANIZED IRON PIPE SURFACE MOUNTED
- ITEM NO. 1008997A – AMTRAK C & S IN TRENCH
- ITEM NO. 1008998A – LEVEL 3 CONDUIT IN TRENCH
- ITEM NO. 1010056A – AMTRAK HANDBOKE
- ITEM NO. 1010057A – LEVEL 3 HANDBOKE
- ITEM NO. 1010058A – LEVEL 3 SPECIAL HANDBOKE
- ITEM NO. 1010059A – AMTRAK SPECIAL HANDBOKE
- ITEM NO. 1103092A – 30’ RIGID CAMERA POLE (W/ CAMERA – LOWERING DEVICE AND FOUNDATION)
- ITEM NO. 1103093A – 70’ RIGID CAMERA POLE (W/ CAMERA – LOWERING DEVICE AND FOUNDATION)
- ITEM NO. 1500043A – 4 – 6” SCHEDULE 80 PVC CONDUIT WITH PROTECTIVE CONCRETE

CONTRACT ITEMS
NEW CONTRACT ITEMS

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td>1002232A</td>
<td>TRAFFIC CONTROL FOUNDATION – SPAN POLE – TYPE C</td>
<td>2</td>
<td>EA.</td>
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<tr>
<td>1112217A</td>
<td>CAMERA LOWERING DEVICE ASSEMBLY TYPE B</td>
<td>2</td>
<td>EA.</td>
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REVISED CONTRACT ITEMS

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<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>ORIGINAL QUANTITY</th>
<th>REVISED QUANTITY</th>
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<td>0651051A</td>
<td>12” R.C. PIPE CLASS V</td>
<td>3,445 L.F.</td>
<td>3,490 L.F.</td>
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<tr>
<td>0714026A</td>
<td>TEMPORARY SHEET PILING</td>
<td>107,229 S.F.</td>
<td>102,429 S.F.</td>
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<td></td>
<td>(RAILROAD)</td>
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<td>0714050A</td>
<td>TEMPORARY EARTH RETAINING SYSTEM</td>
<td>68,394 S.F.</td>
<td>64,444 S.F.</td>
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<tr>
<td>0715021A</td>
<td>SHEET PILING MATERIAL LEFT IN PLACE (RAILROAD)</td>
<td>29,010 S.F.</td>
<td>25,960 S.F.</td>
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<tr>
<td>1002201</td>
<td>TRAFFIC CONTROL FOUNDATION – SPAN POLE</td>
<td>16 EA.</td>
<td>17 EA.</td>
</tr>
<tr>
<td>1015048A</td>
<td>COMMUNICATION PULL BOX</td>
<td>19 EA.</td>
<td>20 EA.</td>
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1103022A  30' STEEL SPAN POLE  

1210105  EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS AND LEGENDS

DELETED CONTRACT ITEMS

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>ORIGINAL QUANTITY</th>
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<td>8” STEEL CASING</td>
<td>4,050 L.F.</td>
<td>0 L.F.</td>
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<td>0651591A</td>
<td>AUGER BORE 8” STEEL CASING</td>
<td>180 L.F.</td>
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<td>0651592A</td>
<td>HORIZONTAL DIRECTIONAL DRILLING 6” HDPE</td>
<td>550 L.F.</td>
<td>0 L.F.</td>
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<tr>
<td>0651593A</td>
<td>HORIZONTAL DIRECTIONAL DRILLING 8” HDPE</td>
<td>550 L.F.</td>
<td>0 L.F.</td>
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<tr>
<td>0651594A</td>
<td>HORIZONTAL DIRECTIONAL DRILLING 4” HDPE</td>
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<td>6” GALVANIZED IRON PIPE SURFACE MOUNTED</td>
<td>470 L.F.</td>
<td>0 L.F.</td>
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<tr>
<td>1008606A</td>
<td>8” GALVANIZED IRON PIPE SURFACE MOUNTED</td>
<td>470 L.F.</td>
<td>0 L.F.</td>
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<tr>
<td>1008607A</td>
<td>4” GALVANIZED IRON PIPE SURFACE MOUNTED</td>
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<td>1008997A</td>
<td>AMTRAK C &amp; S IN TRENCH</td>
<td>27,000 L.F.</td>
<td>0 L.F.</td>
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<tr>
<td>1008998A</td>
<td>LEVEL 3 CONDUIT IN TRENCH</td>
<td>26,300 L.F.</td>
<td>0 L.F.</td>
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<tr>
<td>1010056A</td>
<td>AMTRAK HANDBOle</td>
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<td>0 EA.</td>
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<tr>
<td>1010057A</td>
<td>LEVEL 3 HANDBOle</td>
<td>30 EA.</td>
<td>0 EA.</td>
</tr>
<tr>
<td>1010058A</td>
<td>LEVEL 3 SPECIAL HANDBOle</td>
<td>3 EA.</td>
<td>0 EA.</td>
</tr>
<tr>
<td>1010059A</td>
<td>AMTRAK SPECIAL HANDBOle</td>
<td>3 EA.</td>
<td>0 EA.</td>
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<tr>
<td>1103092A</td>
<td>30’ RIGID CAMERA POLE (W/CAMERA – LOWERING DEVICE AND FOUNDATION)</td>
<td>1 EA.</td>
<td>0 EA.</td>
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<td>1103093A</td>
<td>70’ RIGID CAMERA POLE (W/CAMERA – LOWERING DEVICE AND FOUNDATION)</td>
<td>2 EA.</td>
<td>0 EA.</td>
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<tr>
<td>1500043A</td>
<td>4 – 6” SCHEDULE 80 PVC CONDUIT WITH PROTECTIVE CONCRETE MARKINGS SYMBOLS AND LEGEND</td>
<td>2,400 L.F.</td>
<td>0 L.F.</td>
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<tr>
<td>1210118</td>
<td>EPOXY RESIN PAVEMENT MARKINGS SYMBOLS AND LEGEND</td>
<td>570 S.F.</td>
<td>0 S.F.</td>
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**NEW PLANS**

The following Plan Sheets are hereby added to the Contract:

<table>
<thead>
<tr>
<th>VOLUME</th>
<th>SUBSET</th>
<th>SHEET NO.</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>01.02.008-1.A5</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>01.08.004-2.A5, 01.08.004-3.A5, 01.08.004-4.A5, 01.08.004-5.A5, 01.08.004-6.A5, &amp; 01.08.004-7.A5</td>
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</tbody>
</table>

**REVISED PLANS**

The following Plan Sheets are hereby deleted and replaced with the like-numbered Plan Sheets:

<table>
<thead>
<tr>
<th>VOLUME</th>
<th>SUBSET</th>
<th>SHEET NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5</td>
<td>01.05.020.A5, 01.05.021.A5, &amp; 01.05.022.A5</td>
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<tr>
<td>8</td>
<td>16</td>
<td>08.16.001.A5</td>
</tr>
<tr>
<td>14</td>
<td>6</td>
<td>14.06.001.A5, 14.06.002.A5, 14.06.003.A5, &amp; 14.06.004.A5</td>
</tr>
<tr>
<td>16</td>
<td>3</td>
<td>16.03.077.A5</td>
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<tr>
<td>20</td>
<td>10</td>
<td>20.10.009.A5</td>
</tr>
</tbody>
</table>

**DELETED PLANS**

The following Plan Sheets are hereby deleted in their entirety:

<table>
<thead>
<tr>
<th>VOLUME</th>
<th>SUBSET</th>
<th>SHEET NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>01.02.008.A4</td>
</tr>
<tr>
<td>14</td>
<td>8</td>
<td>14.08.010, &amp; 14.08.011</td>
</tr>
</tbody>
</table>
QUESTIONS & ANSWERS

Q. There does not appear to be any details (ie. Rebar, footing) of the Vaulted Arch cast in place concrete bench that is shown on detail 2 on drawing ARC-12, Sheet No. 20.05.009. Please advise.

A. Concrete foundation and reinforcing steel requirements for cast-in-place concrete bench are detailed on Sheet No. 20.06.014 (Structural Drawing, STR-14) - "Typical Bench Windscreen Foundation Section at Vaulted Arch".

Q. The station civil plans (Vol.21-27) layout of the separation walls does not match the architectural and structural details(Vol.20) layout. The total linear footage appears to be close but the balance on each side of the shell is not. Please advise.

A. The civil and structural plans will not be revised. The Contractor shall prepare his bid, based on current Contract Documents.

Q. Reference the Department's response to Question No. 400 regarding the minimum widths of Proprietary Retaining Walls: The response states "The (0.8)H plus 2'-0" dimension is the minimum width per CTDOT's standards. The supplier's wall design shall be reviewed by the "Engineer during the shop drawing review process." Does the second sentence in this Response mean that the Department will consider wall designs having widths less than (0.8)H plus 2'-0"?

A. The (0.8)H plus 2'-0" dimension is the pay limit per CTDOT's standards, not the wall width that is noted in the question. The supplier's wall dimensions shall govern upon review and approval of the Engineer.

Q. Item 0751996A Geocomposite Sheet Drain: The special provision references placing the Geocomposite Sheet Drain alongside the Geofoam extending down to the invert of an underdrain. The special provision also references the work being shown on the drawings. In review of the drawings (plans and cross sections) in the area of the Geofoam we cannot find any information relative to the Geocomposite Sheet Drain. We also do not see any underdrain to tie into at or below the bottom of the Geofoam. Please provide information as to where this Geocomposite Sheet Drain is located and if possible please provide where a detail of this work can be located.

A. See Sheet No. 09.12.005 (Wall 113), Sheet No. 09.13.009 (Wall 114), and Sheet No. 09.14.007 (Wall 115) for cross section of the walls and Geocomposite Sheet Drain.

Q. Reference Plan Sheet No. 15.09.002 - Retaining Wall Details, Typical Sections for Both Prefabricated Modular Walls and Mechanically Stabilized Earth Walls: These Typical Sections detail the Lump Sum Pay Limit line to be .8(H) + 2'-0" from the front face of the wall to the back Lump Sum Pay Limit line. After reading the response to Question No.400
please confirm that this is a minimum wall width per CTDOT standards and not a Lump Sum Pay Limit dimension.

A. The \((0.8)H + 2'-0"\) dimension is the pay limit per CTDOT's standards, not the wall width that is noted in the question. The supplier's wall dimensions shall govern upon review and approval of the Engineer.

Q. Reference Plan Sheet No. 15.09.002 - Retaining Wall Details, Note No.8: This note states that "Any additional Pervious Structure Backfill required outside this limit shall also be included in the lump sum price." Are the limits of the Pervious Structure Backfill governed by the Department's details or the Proprietary Wall Supplier Designer's details?

A. The pay limit for pervious structure backfill is shown on Plan Sheet No. 15.09.002. If the use of a proprietary wall requires pervious structure backfill outside the pay limit shown then this extra backfill shall be included in the lump sum price as well.

Q. As per the notice to contractor - architectural form liner, retaining Wall 093-180-06-105 requires form liner Pattern 'C' described in the notice to have a stone height of 2'-6" and stone width of 5'. Drawing Sheet No. 06.08.002 dimensions the stones for form liner Pattern 'C' to include two stones 5' wide on the top and three stones of undisclosed dimension on the bottom. The bottom stones scale to be about 2', 3' and 5' wide. Therefore, the stone width for liner Pattern 'C' in the notice to contractor should be revised to say 2' to 5'. As per the same notice, retaining Wall 093-180-06-111 requires form liner Pattern 'D' described in the notice to have a stone height of 2'-6" and stone width of 2' to 5'. Drawing Sheet No. 06.14.014 dimensions stone Pattern 'D' to be 2'-6" high with a stone width of 24" min to 60" max (i.e. 2' to 5'). It appears that both Pattern 'C' and 'D' include stone widths of 2' to 5' and are therefore the same. Can form liner Pattern 'C' be used for Wall 093-180-06-111? Based on the response to Question No. 239; "Architectural form liner pattern will be based on the limitations of the wall type selected by the contractor ..... " the stone height for Patterns 'C' and 'D' can be reduced to 2'-0" to fit the height of standard Doublewall units. In light of this allowed variance, can the required stone width for Patterns 'C' and 'D' be revised to; 2' to 5'-10", (while maintaining the 2'-6" height) in order for RECo to utilize an existing form liner system developed for New Haven Contract E-2 (copy attached for clarity)?

A. The Form Liner Stone Pattern "C" detail on Sheet No. 06.08.002.A4 is intended to illustrate the staggered alignment of the 5'-0" wide by 2'-6" high stones (i.e. the vertical joints should not line up). The stones do not vary in width as stated in the question. Therefore Patterns C and D are not the same and no change to the specified pattern type for Wall 093-180-06-111 shall be made.

Q. Drawing Sheet No. 20.10.009.A1 refers to "ARCH DWG ARC-07" for details of illuminated sign. This drawing appears to be missing from the architectural drawings. Where can it be found?

A. The reference on Sheet No. 20.10.009.A1 should be, see Sheet No. 20.05.005 (Drawing No. ARC-08). Sheet No. 20.10.009.A1 is revised in Addendum No. 5.
Q. Station drawings (for example Sheet No. 27.09.001), refer to "SIGN TYPE H". Where are details for this type of sign?


Q. Reference the Department's response to question Nos. 51 and 402 regarding track settlement during the installation of the C&S and Level 3 cables and conduits: The response to question 51 states "The requirement for temporary sheeting for the plowing or trenching installation of the C&S and Level 3 will be waived by Amtrak as long as the track monitoring is performed in accordance with the Amtrak Specifications." The response to question No. 402 states "It's the Contractor's responsibility to shore the tracks during construction. Any additional costs to remedy settlement caused by the Contractor's construction will not be at the State's or Amtrak's expense." The Special Provisions for Item No. 1008997 A - Amtrak C&S in Trench and Item No. 1008998A Level 3 Conduit in Trench under Construction Methods, 4'h paragraph state that "Innerduct and warning tape shall be installed simultaneously by means of a cable plow or with a trenching machine ... Use of a backhoe shall be kept to a minimum." Why should the remedy for settlement be at the Contractor's expense when the Department specified the means (cable plowing or trenching machine) and methods (no sheeting required) regarding installation of the C&S and Level 3 cables and conduit? Shouldn't the Contractor be responsible for settlement only if the Contractor is solely negligent? Your immediate attention and prompt response is greatly appreciated.

A. Installation of Amtrak C&S and Level (3) Cables & Conduits are removed from the contract in Addendum No. 5. This work will be performed by Amtrak.

Q. The response to Question No. 251 and Question No. 328 contradict each other. Please clarify.

QUESTION 251: Refer to plan 18.02.018, 024 and 033. How is the continuity concrete between the precast footing sections paid for and what is the class of concrete?

RESPONSE 251: Class "A" concrete is be used for continuity concrete in the footings of the precast substructure footings. The quantity for Class "A" concrete and the special provision for Item 0601276A - Precast Substructure Elements have been revised in Addendum 4.

QUESTION 328: Under the basis of payment for Item 601276, Precast Substructure Elements, it states “…price shall include all materials, equipment, tools, labor and work incidental thereto, including heating and cooling, curing, and add mixtures. Unit Price includes all concrete, reinforcement, grout, leveling devices, and splicers required…” Please indicate whether the Class A concrete and reinforcing for the Footing Continuity Pour is paid under this item, or under items 601006 Class “A” Concrete and 602005 Deformed Steel Bars.

RESPONSE 328: The continuity concrete in the footings will be measured and paid for under Item 0601276A - Precast Substructure Elements. High early strength concrete (5 ksi mix) will be used for the continuity pours. These revisions are included in Addendum 4.

A. It should be noted that RESPONSE to Question No. 251 has been revised, and is included with Final Questions and Answers in Addendum No. 4. Question No. 251: Refer to plan 18.02.018, 024 and 033. How is the continuity concrete between the precast footing sections paid for and what is the class of concrete?
FINAL ANSWER to Question No. 251: High early strength concrete is to be used for Continuity concrete in the footings of the precast substructure footings. The quantity for Class "A" concrete and the special provision for Item 0601276A - Precast Substructure Elements have been revised in Addendum 4.

Q. Drawing Sheet No. 08.16.001 has the following notes:
   5. SIGN MOUNTED ON TOP OF BARRIER. SEE DETAIL, SHEET XXXXXXX.
   6. SIGN MOUNTED ON FACE OF BARRIER. SEE DETAIL, SHEET XXXXXXX.

A. Notes are revised in Volume 08, Subset 16, Sheet No. 08.16.001.A5 as follows: Note 5. SIGN MOUNTED ON TOP OF BARRIER, SEE DETAILS IN VOLUME 1, SUBSET 9. Note 6, SIGN MOUNTED ON FACE OF BARRIER. MOUNT NEAR TOP WITH (8) 1/2" DIAMETER STAINLESS STEEL BOLTS AND INSERTS.

Q. In reference to Question 284 regarding Reference Plan Sheet No. 14.08.004 – Misc Details, Note No. 5 in reference to concrete waterstops within the trench, does this only apply to the pipe runs along the Amtrak Access road or does this carry through for all pipe runs throughout the project? Please clarify.

A. Note 5 on Plan Sheet No. 14.08.004 only applies to Amtrak Access Road Segment.

Q. Roadway Parapet: Answer to question No. 281 indicated minimum Roadway Parapet Wall to be a minimum of 10’ in length. On drawing 05.09.001.A3, Note 1 & drawing 08.09.006-1.A3, Note 7 it indicates minimum length to be 30’.

A. The precast barrier portion of the roadway parapet wall can be a minimum of 10'-0" in length. Updated plan, Sheet No. 08.09.006.A4 has been incorporated into Addendum No. 4.

Q. Reference to question No. 346: the question was to reference the Roadway Barrier at Sheet Pile Walls SP-101, SP-102 & SP-103 as show on drawings 09.021.003, 09.022.005 & 09.023.003 not walls 06-101, 06-102 & 06-103. Sorry for the confusion.

   Wall 112: On Sheet 06.05.013 detail 1 a steel plate with stud is shown as being cast into the underside of the barrier for connection to the sheet piling. On walls SP-101, SP-102 & SP-103 (barrier over sheet piling) this plate is not shown. Is this plate supposed to be included here as well?

A. The steel plate and stud are not required for Walls SP-101, SP-102 and SP-103.

Q. Can someone please advise me the difference between item number:

   1210105 Epoxy Resin Pavement Markings Symbols and Legends
   1210118 Epoxy Resin Pavement Markings Symbols and Legend

A. 1210118 Epoxy Resin Pavement Markings Symbols and Legend has been deleted by this Addendum. Item 1210105 Epoxy Resin Pavement Markings Symbols and Legends has been adjusted to include the total quantity.
Q. Follow up to answer of question 350, Roadway Barrier Transition to Vertical Face Barrier:

Original question asked for a detail of the transition section between the Roadway Parapet & the Vertical face Barrier. The answer was to reference the CTDOT Standard Highway Drawings HW-0821-01a, 01b & 01c. There is not a detail for the Roadway to Vertical Face Transition on these sheets, please provide.

A. For details see CTDOT Highway Standard Drawings HW-0821-01a, HW-0821-01b and HW-0821-01c.

Q. Addendum No. 3 added the following note to Drawing 02.10.001.A3: “Removal of chain link fencing (including gates, posts and foundations) shall be included in the cost for Clearing and Grubbing.” The answer to Question No. 387 states: “Where called for on the plans, removal of chain link fence shall be paid under Item No. 913000A, Removal of Chain Link Fence.” We assume that the answer to Question No. 387 governs.

A. To further clarified Bidders Question No. 387: Removal of chain link fence is clearly indentified on the plans by call-outs, the item shall be paid for under item No. 913000A "Removal of Chain Link fence, otherwise it shall be included in the cost for "Clearing and Grubbing".

Q. We intend to submit a bid on the above referenced project.

We are requesting a minimum two week bid postponement from October 12, 2011 to October 26, 2011 based upon the recent issue of addendum number three. Addendum number three was posted to your website on September 26th, allowing a day or two for photocopying and distribution, we will not have this information in hand until September 28th or 29th at the earliest, allowing us only two weeks to incorporate this new information into our bid proposal. In addition, we need additional time to issue the addendum information to our subcontractors and material suppliers for incorporation of their work into our bid proposal. This will certainly leave less than two weeks time for subcontractors and material suppliers to incorporate this information into their bids. Many of our subcontractors and material supplies have expressed their need for additional time to provide pricing to us. In addition, given the overall contract duration was reduced in addendum number three, scheduling consideration regarding resources will have to be re-examined and incorporated into our bid proposal. This change will require additional time to analyze and incorporate into our bid proposal along with our many subcontractors preparing their bids for this project. With respect to the above, we respectfully request the bid date be extended allowing us the proper time to prepare a competitive and responsive bid proposal to you.


Q. Using the architectural, structural, and civil drawings, the architectural precast units at the North and South Platforms are depicted at sizes of up to 63,000 lbs. This is not conducive to fabrication, transportation, handling, and installation. Significant portions of these large units are below grade. Can these units be modified to reduce size and weight, to facilitate
fabrication, shipment, connection, and erection?

A. Precast concrete units shall not be modified to reduce size and weight. The precast unit sizes and dimensions were established based on specific site grading and architectural finish and jointing requirements. Precasters were consulted during the design phase and it was confirmed that precast concrete units weighing up to 80,000 lbs (40 tons) can be plant fabricated, shipped and erected. The contractor's estimate of precast unit weight for the North and South Platforms is less than 40 tons, so the units are constructible as shown. The majority of the precast units are far less than the 40 ton maximum and should not pose a problem in terms of constructability and shipping.

Q. Previously answered questions by the DOT regarding the length of the Roadway Parapet Wall precast sections contradict the thirty foot length defined for these precast pieces in addendum #3. Do the precast Roadway Parapet Wall pieces need to be thirty feet long?

A. The precast barrier portion of the roadway parapet wall can be a minimum of 10'-0" in length. Updated plan, Sheet No. 08.09.006.A4 has been incorporated into Addendum No. 4.

Q. This question specifically pertains to ADDENDUM #1 / ITEMS #1103092A-30ft and #1103093A-70ft (pages 132-135) in the above referenced project.

We have been bidding these items for CTDOT for a number of years and the specification for the Pole and the Lowering Device in the Addendum is a marked departure from not only what has become somewhat of a standard with CTDOT... but is also a departure or conflict from very detailed specifications for the same items found in CTDOT # 82-299 and #151-307 bid in April and September of this year respectively. The specifications as issued in the addendum will result in both a pole and lowering device quite different in material make-up and performance characteristics as past CTDOT projects. In fact... as to the lowering device... the type, material etc. is left completely to the Contractor's discretion in the Addendum spec. Is that really desired by CTDOT?

Thus, the main question at hand remains... DOES CTDOT ACTUALLY WANT THE POLE AND LOWERING DEVICE THAT WILL RESULT FROM THE SPECIFICATION FOUND IN ADDENDUM #1 in lieu of past established CTDOT Standards?

A. Item No. 1103093A - 70' Rigid Camera Pole (W/Camera-Lowering Device and Foundation) is removed and replaced with Item No. 1002232A – Traffic Control Foundation – Span Pole – TYPE C and Item No. 1112217A - Camera Lowering Device Assembly - Type B, in Addendum No. 5. Item No. 1103092A - 30' Rigid Camera Pole (w/Camera Lowering Device and Foundation) is replaced with Item No. 1103022A - 30' Steel Span Pole and Item No. 1002201 - Traffic Control Foundation - Span Pole, in Addendum No. 5. No lowering device will be required for the 30' pole.

Q. Please provide location for pay Item 0651084. 24"x38" R.C. Pipe Elliptical quantity 362ft. Can not locate in plans or Detail Estimate Sheets.

A. Sheet No. 05.12.019 is revised to include the 24"x38" RCP to be constructed within New Britain Avenue and included in Addendum No. 3.
Q. Please consider reducing the size of the precast elements prior to the bid date in order to provide a more reasonable weight per element. There are multiple precast concrete elements in the Flatbush Ave area (see Volume 18) that are well in excess of 100,000 lbs with some elements weighing nearly 160,000 lbs. These excessive weights will impact the costs of manufacturing, transportation and erecting. The equipment needed for handling the excessively heavy elements at a precast facility and at the site will have to be sized accordingly and will add to the cost of the project. The availability of equipment associated with transporting these weights is limited and extremely expensive. Dividing the elements into smaller pieces will help greatly with all aspects of manufacturing, handling, transportation and erection. A more reasonable target weight would be 60,000 - 70,000 lbs and even these weights will be present challenges.

A. Although we understand the challenges of handling the precast members as shown on the plan, the use of the large pieces is necessary to accelerate the project. Therefore the request to divide the elements will not be considered at this time. It may be considered via the RFC process during construction.

Q. Volume 14 quantity sheets shows the distribution of quantities for 0714026A, 0714050A and 0715021A the various sheeting items by stations. As it has been difficult to achieve the states quantities as shown with the number of questions regarding payment for these items please respond to the following:

Do these quantities include sheeting for C & S and Level 3 Handholes?

Do these quantities include sheeting for open trenching of C & S and Level 3 that the state has determined it would not pay?

In your response to question 205 you use the term “if sheeting is specified on both sides but under the Amtrak spec the Item Temporary Sheet Piling (RR) would only require the protection on track side so will it not be paid on outside?"

It seems there is Temporary Earth Retaining System being used and paid for storm drainage which is contrary to the trench excavation pay item; the trench item includes the cost of sheeting that falls outside the Amtrak influence. Is this correct?

There are several locations where quantities are given and clearly there is no definition of location of work at those stations.

A. In regards to sheeting for Amtrak C&S and Level 3 handholes, the handholes have been removed from the contract under Addendum 5.

In regards to sheeting for open trenching of C&S and Level 3, this has been removed from the contract under Addendum 5.

The contractor should reference the detail Storm Drain Pipe Trench and Bedding Detail on sheet number 14.08.004.A4 for sheeting requirements.
Per the 816, under Section 2.05.05, no additional payment will be made for shoring or bracing unless in the opinion of the engineer or as noted in the contract documents sheet piling becomes necessary. As noted in the Contract Documents, Sheet 14.08.004.A4 (Storm Drain Pipe Trench Detail), temporary sheeting is required and has been included in the quantities for the Amtrak Access Road proposed drainage system adjacent to the active railroad facility and will be paid for in accordance with items 0714026A, 0714050A and 0715021A as applicable.

The detailed estimate sheet breakdown for item 0714026A, 0714050A and 0715021A on Plan sheet 14.03.002 is incorrect however the total quantity is correct, refer to Contractor question 441 for correct breakdown. The breakdown quantities represented in the detail estimate sheet are approximate and are for the contractor's general information only and not for bidding purposes.

Per CTDOT Policy, the detailed estimate sheet will not be revised in any future addendum or change order.

Q. Again Volume 14 quantity sheets show the distribution of quantities for 0714026A, 0714050A and 0715021A the various sheeting items by stations. These quantities are unclear as to the work they pertain to. Please look into this one example of a large quantity that cannot be found:

Plan Sheet 14.03.002

AAR Baseline Station 860+00 to 870+00 (1000 lf) Under Temporary Earth Piling (Railroad) the quantity is 29,443 sf.....based on the stationing of 1000 lf the exposed trench would be 29 feet deep.

Please clarify what is being sheeted for this large quantity. The cross sections do not justify this quantity.

A. Final Answer (11-4-2011): The detailed estimate sheet breakdown for item 0714026A on Plan sheet 14.03.002 is incorrect however the total quantity is correct. The breakdown quantities represented in the detail estimate sheet are approximate and are for the contractor's general information only and not for bidding purposes. Per CTDOT Policy, the detailed estimate sheet will not be revised in any future addendum or change order.

The 1000 LF breakdown of Item 0714026A shown on Plan sheet 14.03.002 is incorrect. The correct breakdown is as follows:

AAR Baseline Station 701+00 to 710+00 - 681 SF
AAR Baseline Station 710+00 to 720+00 - 1344 SF
AAR Baseline Station 720+00 to 730+00 - 802 SF
AAR Baseline Station 730+00 to 740+00 - 342 SF
AAR Baseline Station 740+00 to 750+00 - 381 SF
AAR Baseline Station 750+00 to 760+00 - 345 SF
AAR Baseline Station 760+00 to 770+00 - 381 SF
AAR Baseline Station 770+00 to 780+00 - 362 SF
AAR Baseline Station 780+00 to 790+00 - 2652 SF

0063-0643 & 0093-0180
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Addendum No. 5
AAR Baseline Station 790+00 to 800+00 - 1497 SF
AAR Baseline Station 800+00 to 810+00 - 320 SF
AAR Baseline Station 810+00 to 820+00 - 4402 SF
AAR Baseline Station 820+00 to 830+00 - 319 SF
AAR Baseline Station 830+00 to 840+00 - 329 SF
AAR Baseline Station 840+00 to 850+00 - 345 SF
AAR Baseline Station 850+00 to 860+00 - 352 SF
AAR Baseline Station 860+00 to 870+00 - 1102 SF
AAR Baseline Station 870+00 to 880+00 - 23774 SF
AAR Baseline Station 880+00 to 890+00 - 15029 SF
AAR Baseline Station 890+00 to 900+00 - 0 SF
AAR Baseline Station 900+00 to 910+00 - 1042 SF
AAR Baseline Station 910+00 to 920+00 - 269 SF
AAR Baseline Station 920+00 to 930+00 - 315 SF
AAR Baseline Station 930+00 to 940+00 - 381 SF
Subtotal – 60276
Unassigned – 224
Total - 60,500

Answer to above, continued:
The 1000 LF breakdown of Item 0714050A shown on Plan sheet 14.03.002 is incorrect. The correct breakdown is as follows:
AAR Baseline Station 701+00 to 710+00 - 0 SF
AAR Baseline Station 710+00 to 720+00 - 1258 SF
AAR Baseline Station 720+00 to 730+00 - 0 SF
AAR Baseline Station 730+00 to 740+00 - 0 SF
AAR Baseline Station 740+00 to 750+00 - 0 SF
AAR Baseline Station 750+00 to 760+00 - 1010 SF
AAR Baseline Station 760+00 to 770+00 - 0 SF
AAR Baseline Station 770+00 to 780+00 - 0 SF
AAR Baseline Station 780+00 to 790+00 - 2270 SF
AAR Baseline Station 790+00 to 800+00 - 6311 SF
AAR Baseline Station 800+00 to 810+00 - 2795 SF
AAR Baseline Station 810+00 to 820+00 - 1599 SF
AAR Baseline Station 820+00 to 830+00 - 1650 SF
AAR Baseline Station 830+00 to 840+00 - 5850 SF
AAR Baseline Station 840+00 to 850+00 - 1875 SF
AAR Baseline Station 850+00 to 860+00 - 0 SF
AAR Baseline Station 860+00 to 870+00 - 4047 SF
AAR Baseline Station 870+00 to 880+00 - 5069 SF
AAR Baseline Station 880+00 to 890+00 - 1534 SF
AAR Baseline Station 890+00 to 900+00 - 2340 SF
AAR Baseline Station 900+00 to 910+00 - 1042 SF
AAR Baseline Station 910+00 to 920+00 - 269 SF
AAR Baseline Station 920+00 to 930+00 - 4252 SF
AAR Baseline Station 930+00 to 940+00 - 5772 SF
Subtotal – 48943
Unassigned – 258
Total – 49201

Answer to above, continued:
The 1000 LF breakdown of Item 0715021A shown on Plan sheet 14.03.002 is incorrect. The correct breakdown is as follows:
AAR Baseline Station 701+00 to 710+00 - 227 SF
AAR Baseline Station 710+00 to 720+00 - 604 SF
AAR Baseline Station 720+00 to 730+00 - 581 SF
AAR Baseline Station 730+00 to 740+00 - 114 SF
AAR Baseline Station 740+00 to 750+00 - 127 SF
AAR Baseline Station 750+00 to 760+00 - 115 SF
AAR Baseline Station 760+00 to 770+00 - 127 SF
AAR Baseline Station 770+00 to 780+00 - 121 SF
AAR Baseline Station 780+00 to 790+00 - 709 SF
AAR Baseline Station 790+00 to 800+00 - 594 SF
AAR Baseline Station 800+00 to 810+00 - 0 SF
AAR Baseline Station 810+00 to 820+00 - 459 SF
AAR Baseline Station 820+00 to 830+00 - 106 SF
AAR Baseline Station 830+00 to 840+00 - 110 SF
AAR Baseline Station 840+00 to 850+00 - 115 SF
AAR Baseline Station 850+00 to 860+00 - 117 SF
AAR Baseline Station 860+00 to 870+00 - 114 SF
AAR Baseline Station 870+00 to 880+00 - 1885 SF
AAR Baseline Station 880+00 to 890+00 - 891 SF
AAR Baseline Station 890+00 to 900+00 - 0 SF
AAR Baseline Station 900+00 to 910+00 - 0 SF
AAR Baseline Station 910+00 to 920+00 - 0 SF
AAR Baseline Station 920+00 to 930+00 - 830 SF
Subtotal – 7946
Unassigned – 254
Total – 8600

The Detailed Estimate Sheets do not reflect these changes.

The Bid Proposal Form has been revised to reflect these changes.

The number of calendar days has been revised in this Addendum.

The Federal Wage Rates dated August 26, 2011 are hereby deleted and replaced with the attached Federal Wage Rates dated October 14, 2011.

The foregoing is hereby made a part of the contract.
SPECIAL NOTICE TO CONTRACTOR – REMOVAL OF AMTRAK C&S AND LEVEL (3) INSTALLATION WORK

The Contractor is hereby notified that where Amtrak C&S and Level (3) cable and conduit installations are shown on the Contract Drawings (including auger boring, horizontal directional drilling, handholes, casings, etc.) it shall be construed that this work is removed from the Contract and will be performed by Amtrak under a separate contract.

The Contractor is also hereby notified that the proposed location of the subject cables and conduits will be installed on the west side of Track #1 (track closest to the busway) approximately 7’ from the centerline of track from Amtrak Access Road (AAR) baseline Stations 701+25 to 927+00 +/- . The proposed cables and conduit will remain on the east side of tracks from AAR baseline Station 927+00 to end of AAR project limit Station 937+50. But this work is also removed from this Contract and will be installed by Amtrak under a separate contract.

The Contractor is hereby notified that not all contract drawings have been revised to depict this Amtrak C&S and Level (3) change noted above. The following Volumes Subsets contain references to Amtrak C&S and Level (3) work and have not been revised but shall be construed to be removed from this Contract, installed by Amtrak and generally located as described above.

Volume 01 Subset 04
Volume 01 Subset 05
Volume 14 Subset 08
Volume 14 Subset 09
Volume 14 Subset 12
Volume 14 Subset 13
Volume 15 Subset 02
Volume 15 Subset 03
ITEM #1002232A – TRAFFIC CONTROL FOUNDATION - SPAN POLE – TYPE C

Description: This item consists of furnishing and installing a foundation of the type specified in accordance with the plans, as directed by the Engineer and in conformance with this specification.

Materials: Concrete for the formed top of foundation shall conform to the requirements for Class “F” Concrete in Section 6.01 and shall attain a 28-day compressive strength of 4,000 psi (27.6 MPa).

Concrete for the drilled shaft below the construction joint shall also conform to the requirements for Class “F” Concrete, except for the following:

- Entrained air will not be allowed
- Accelerators will not be allowed
- Slump shall be at least 6” to 8” (150mm to 200mm) for placement in dry shafts and about 8” (200mm) when wet or casing methods are used. Slump shall not exceed 8” (200mm).
- A trial mix study for drilled shaft concrete should include the construction of a graph of slump loss versus time after batching. A proper mix design will maintain a slump of at least 4” (102mm) for at least 4 hours (the 4-inch (102mm) slump value is the minimum at which adequate fluid pressures can be assumed to develop against the sides of the drilled shaft hole). Testing shall be performed at the approximate temperature at which the concrete will exist in the field. An increase in temperature of 18 degrees F. (10 degrees C.) will increase the rate of slump loss by a factor of approximately 2.

Type III cement is prohibited.

Reinforcing steel shall conform to the requirements of Section 6.02 and Article M.06.01.

Anchor rods shall conform to ASTM F1554, Grade 105 (Grade 725). The leveling nuts shall conform to ASTM A563, Heavy Hex Grade DH (A563M, Heavy Hex Class 12). The internal threads of nuts shall be re-tapped after galvanizing to accommodate the increased diameter of the rods. The washers shall conform to ASTM F436 (F436M), Type 1. The rods, nuts and washers shall be galvanized in accordance with ASTM A153 (A153M), Class C. Hooked anchor rods are not permitted. Welding to anchor rods is not permitted.

Anchor plates shall conform to the requirements of AASHTO M270, Grade 50 (Grade 345), galvanized. The Contractor shall not drill holes or perform other operations on plates that are harmful to the galvanizing.

Rigid metal conduit, ground rod sleeves and related hardware and end caps shall be galvanized steel conduit and shall conform to Section M.15.09.
Bare copper grounding conductor shall be #8 AWG stranded bare copper wire conforming to M.15.13. The grounding bolt shall be stainless steel with a hex head.

Ground rods shall be 5/8-inch (16mm) in diameter by 12-feet (3660mm) long copper clad steel. The copper cladding shall be a minimum thickness of 0.128 inches (4mm). The ground rod clamp shall be a square-head bolt type listed for direct soil burial.

Zinc-rich field primer for touch up of galvanized hardware shall conform to the requirements of ASTM A780. The use of aerosol spray cans will not be permitted.

Granular Fill for backfill around formed foundation shall conform to Article M.02.01.

Bituminous concrete shall be as directed by the Engineer.

Topsoil shall conform to Article M.13.01.

Fertilizer shall conform to Article M.13.03.

Seed Mixture shall conform to Article M.13.04.

Mulch Materials shall conform to Article M.13.05.

Any admixtures proposed for use in a bentonite slurry, if used to construct a drilled shaft, shall be approved by the Engineer. Bentonite slurry properties may be adjusted to suit field conditions with the approval of the Engineer. Polymer or other slurry materials may be submitted to the Engineer for review.

**Construction Methods:**

**Submittals:** The Contractor is required to submit the following:

1. **Working Drawings**
   - The Contractor shall obtain survey elevations of the ground surface at the foundation. He shall submit to the Engineer for approval an elevation view of the foundation showing:
     - The proposed foundation with elevations at the top and bottom of the proposed foundation
     - The proposed elevation at the mandatory construction joint
     - The existing ground elevations at the high and low side of the proposed foundation
The Contractor shall furnish the approved foundation elevations to the reinforcing bar detailer. These elevations shall be included with the foundation reinforcing shop drawings when submitted to the Designer for review.

- The Contractor shall submit a foundation constructability plan which includes the following:
  
  o Access to the area including the following, when applicable:
    
    - Temporary road
    - Removal of guide rails or concrete barriers
    - Utility locations and drainage installations that could obstruct construction
    - Clearing and grubbing (this shall be accomplished in accordance with Section 2.01)
  
  o Traffic Protection including the following applicable considerations:
    
    - Temporary guide rails and/or concrete barriers
    - Maintenance and Protection of Traffic Control Plans for work that cannot be accomplished using the Typical Traffic Control Plans (All work to install the camera pole foundation shall be accomplished in accordance with Article 1.08.04 – Prosecution & Progress and item 0971001A- Maintenance & Protection of Traffic unless otherwise approved in writing by the Engineer)
  
  o Drilling procedure including all calculations and specifications associated with the Contractor’s proposed drilling procedure and tools and machinery used.
  
  o Fabrication drawings
    
    - The use of hooked anchor rods is not permitted
    - Welding of anchor rods is not permitted

2. **Shop Drawings**

- The Contractor shall submit shop drawings for the reinforcement including the following:

  o A note indicating that no welding of reinforcement will be allowed.
  o Supplemental cages or ties that will be used to lift the reinforcing cage and prevent distortion. Reinforcing cages shall be tied adequately for handling, but may need internal ties or cages, which shall be detailed for approval. The support bars or cage, if intended to remain in the finished foundation, shall be
arranged so as not to interfere with concrete placement. Supplemental cages, if composed of weldable bars, may be welded, but may only be secured to the designed cage by ties.

- The Contractor shall submit shop drawings for the anchor rods and plates including the following:
  
  o Material designations
  o Length and diameter of anchor rods
  o Number of anchor rods
  o Thickness and dimensions of anchor plate
  o Anchor rod hole diameters and locations, including bolt circle diameter and edge distance
  o Angular orientation of the anchor rods around the bolt circle
  o Galvanizing requirements

**Constructing the Drilled Shaft Portion of the Foundation**

The Contractor is responsible for properly locating the foundation. He shall notify the Engineer two weeks before beginning to drill the foundation. Should ledge, high ground water, or unsuitable materials be encountered, the Contractor shall notify the Engineer immediately so the Engineer may determine if relocation or alteration of the foundation is necessary.

This work may require rock excavation, drilling rock or using slurry filled shafts through whatever materials are encountered to reach the depths indicated on the plans and specifications. The Contractor shall submit a sequence plan outlining drilling, casing, slurry, reinforcement and concrete placement procedures for the Engineer to review.


The maximum allowable horizontal variation of the center of the top of the drilled shaft from the required location shall be 0.5% of the shaft diameter.

The concrete shaft shall not be out of plumb by more than 1% of the total length.

Should the depth of drilled shaft extend below the depth shown on the plans, a minimum of one half of the longitudinal bars required in the upper portion of the shaft shall be extended the additional length by adding longitudinal reinforcing bars at the bottom of the cage. Tie or spiral bars shall be continued for the extra depth and the stiffener bars shall be extended to the final depth. All longitudinal and transverse bars shall be lap spliced or spliced with mechanical splices. Welding to the reinforcing steel will not be permitted.
Approved cylindrical concrete feet (bottom supports) shall be provided to insure that the bottom of the reinforcing cage is maintained the proper distance above the base.

The drilled shaft concrete shall be placed as soon as possible after the placement of reinforcing steel. Concrete shall be placed to the level of the construction joint shown on the plans. Longitudinal reinforcing shall extend above the construction joint to within 3” of the top of foundation.

Casings, if used in drilling operations, shall be removed from the hole. The casing may be removed as concrete is placed provided a 5 foot (1525mm) head of concrete is maintained, or the casing may be removed after the concrete has been poured, provided that the concrete has not been set. Separation of the concrete by hammering or otherwise vibrating the casing during withdrawal operations shall be avoided.

Concrete may be placed by free fall in dry holes if dropped vertically and concrete does not hit the reinforcing, supporting cage or the side walls of the shaft before it reaches the base. Smaller maximum-sized aggregate in the concrete mix will increase cohesion of the mix and discourage segregation. Concrete placement down the center of the shaft shall be directed by use of a hopper and drop chute.

Concrete may be placed in wet installations by tremie or concrete pump.

Concrete placement shall be continuous from the bottom of drilled shaft to the construction joint at the top. The elapsed time from the beginning of concrete placement in the shaft to the completion of the placement shall not exceed 2 hours. Admixtures such as water reducers, plasticizers, when approved for use, shall be adjusted for the conditions encountered on the job so the concrete remains in a workable plastic state throughout the 2-hour placement limit. Prior to concrete placement, the Contractor shall provide test results of both a trial mix and a slump loss test conducted by an approved testing laboratory using approved methods to demonstrate that the concrete will maintain a minimum slump of 4” (102mm) for 4 hours. Tests shall be conducted at temperatures comparable to those at which the concrete will be placed.

**Constructing the Top of the Foundation**

The top portion of the concrete foundation shall be formed and reinforced as shown on the plans. The top surface shall be level within ± 1/8" (± 3mm). The shape may be round or square as shown to facilitate forming. If a square shape is chosen, additional reinforcing is required to reinforce the corners and flat sides.

The number of conduits in the foundation shall be as shown on the plans. Electrical conduits of the size specified on the plans shall extend 2 feet (610mm) out from the side of the formed portion of the foundation. All conduit ends terminating below grade shall be capped with a malleable iron cap. All above grade conduit ends shall be terminated with an insulated bonding bushing with tinned insert. Conduit caps shall be installed before the concrete is placed and shall remain in place until the cable is installed.
Rigid metal conduit, drain pipe, anchor rods and the anchor plate shall be placed and secured in proper position in the formed portion of the top of foundation. A template shall be used to hold the required anchor rod assembly, ground rod sleeve and conduits in their correct positions. The orientation of the anchor rods on the bolt circle are important to the positioning of the handhole on the pole. The anchor rod locations shall be in accordance with approved shop drawings. Each anchor rod shall be fitted with two leveling nuts and double nuts above the base plate. Conduits shall extend up from the top of foundation to the height shown on the plans.

Concrete shall be placed in the forms in accordance with the applicable provisions of Subarticle 6.01.03-8.

Curing of the concrete shall be performed in accordance with Subarticle 6.01.03-19.

Forms shall not be removed until after the concrete has hardened properly and not less than 24 hours after the concrete has been placed.

The portions of the foundations that will remain exposed to view shall be finished to the satisfaction of the Engineer and in conformance with the pertinent requirements of Subarticle 6.01.03-21.

The Contractor may install the camera pole after a minimum of 7 days of proper curing of the concrete if he can show that the concrete has reached 3000 psi (21MPa) as confirmed by test cylinders. Concrete cylinders shall be cast, cured and tested in accordance with Subarticle 6.01.03-22. A sufficient number of cylinders shall be cast to enable further testing at a later date if the compressive strength is determined to be below the minimum strength specified.

Where a foundation is placed within or adjacent to a concrete sidewalk, the entire section of sidewalk between joints shall be replaced in accordance with Section 9.21, unless otherwise directed by the Engineer.

**Method of Measurement:** This work will be measured for payment by the number of foundations completely installed and accepted.

**Basis of Payment:** The work will be paid for at the contract unit price each for “Traffic Control Foundation - Span Pole – Type C” complete in place, which price shall include layout, cutting and removing existing pavement, excavation, drilling, temporary casing, slurry, granular fill, backfill, concrete, reinforcing, anchor rods and plates, nuts and washers, rigid metal conduit sweeps, pvc weepholes, ground rod, ground wire, clamps, bonding bushings and grounding bolts. It shall include topsoil, grading, seeding, fertilizing, mulching, riprap, restoration of bituminous concrete sidewalk and pavement surfaces treatments to be restored, as directed by the Engineer, and all materials, equipment, labor, tools and work incidental thereto.

All concrete sidewalk replaced due to foundation installation shall be paid for at the Contract unit price for “Concrete Sidewalk.”
When rock is encountered within the limits of excavation, its removal will be paid for at the Contract unit price per vertical foot (vertical meter) for “Rock-in-Foundation Excavation,” which price includes any additional excavation to remove the rock and any additional concrete required to fill the excavation beyond the designed foundation hole dimensions. Rock-in-foundation excavation is defined as rock in definite ledge formation, boulders, or portions of boulders, cement masonry structures, concrete structures or Portland cement concrete pavement with a cross-sectional area that exceeds 50% of the cross-sectional area of the designed foundation hole.

The protection and restoration (if necessary) of existing underground wiring, conduits, drainage structures, pipes and underdrain systems within the excavation limits will not be paid for separately, but will be included as part of the work.

The restoration of existing surface treatments (pavement, slope protection, topsoil & seed, etc.) in all areas disturbed by the work will not be paid for separately, but will be included as part of the work. The Engineer will determine the type, thickness and horizontal limits of the surface treatments to be restored.

No direct payment will be made for the work of testing the concrete from the drilled shaft or formed top of foundation in accordance with Subarticle 6.01.05-5. Concrete cylinder curing boxes will be measured for payment for each box ordered and accepted in accordance with Section 6.12.

Pay Item                      Pay Unit
Traffic Control Foundation – Span Pole – Type C     EA
ITEM #1112217A – CAMERA LOWERING DEVICE ASSEMBLY – TYPE B

Description:

Work under this item shall consist of furnishing and installing a camera lowering system on a steel pole of the height specified on the plans. The camera lowering device and camera pole shall be fabricated in accordance with the details shown on the plans, in accordance with these specifications and as ordered by the Engineer and shall be mounted on a prepared foundation.

Materials:

The camera lowering system shall be designed to support and lower a standard closed circuit television camera, lens, housing, PTZ mechanism, cabling, connectors and other supporting field components without damage or causing degradation of camera operations. The lowering system shall consist of a 70’ camera pole, suspension contact unit, divided support arm, and a pole adapter for attachment to a pole top tenon, conduit mount adapter, pole top junction box, and camera connection box. The construction of the camera lowering device shall be the [MG]² Model CLDMG2-HYP

CAMERA POLE

The pole may be round or may have 16 or more sides. It shall be of the diameter specified on the plans. If a multi-sided pole is chosen, the distance between outside faces of parallel sides shall be the same dimension as the specified outside diameter of the round pole. Both shall be tapered from top to bottom as shown on the plans.

The pole, base plate, top plate, tenon, tenon plate and handhole frames and covers shall be made of steel with minimum yield strength of 36,000 psi. All steel pole sections shall be of the same grade. The yield strengths of the plates welded to the pole at the top and bottom may be different than the yield strength of the pole.

The pole and base plate are considered fracture critical and should be noted as such on the fabrication drawings.

Charpy V-notch sampling is required for the pole and base plate regardless of material thickness. The testing shall conform to AASHTO T 266 (ASTM E23). The minimum energy absorbed shall be as follows:

- 25 ft-lb at -30 degrees F for steel with a specified yield strength of 50 ksi and lower
- 35 ft-lb at -30 degrees F for steel with a specified yield strength greater than 50 ksi
High strength bolts shall conform to ASTM A325, Type 1. Nuts shall conform to ASTM A563-DH, zinc coated or ASTM A194, Grade 2H, zinc coated as specified in ASTM A325. Washers shall conform to ASTM F436, zinc coated. Compressible washer-type direct tension indicators may be used and shall conform to ASTM F959 Type 325.

Stainless steel bolts shall conform to ASTM A193, series 300.

Chain for connecting the handhole cover to the handhole shall be stainless steel of sufficient strength to support the weight of the cover.

Where “Silicone Joint Sealant” is specified on the plans, a primer will also be required for proper adhesion of the joint sealant to the steel. The following Primer and Silicone Joint Sealant or approved equals shall be used:

Dow Corning 1200 Prime Coat and Dow Corning 790 Silicone Building Sealant, manufactured by the Dow Corning Corporation, Midland, Michigan 48686-0994.

All steel components shall be completely hot-dip galvanized, after fabrication, in accordance with AASHTO M111 (ASTM A123) and AASHTO M232 (ASTM A153) as applicable.

Mechanical galvanizing of bolts shall conform to ASTM B695, Class 50.

Zinc-rich field primer for touch up shall conform to the requirements of ASTM A780. The use of aerosol spray cans will not be permitted. The color of the primer shall match the color of the galvanized surface as nearly as possible. Areas that do not match shall be recoated with the correct color primer at no additional expense to the State. Aluminum paint will not be allowed.

Closed cell elastomer for sealing handhole covers and for sealing the space between the foundation and base plate shall conform to ASTM D1056, Grade 2A2 or 2A3 and shall have a pressure-sensitive adhesive backing on one side for adhesion to steel. Closed cell elastomer contained within the anchor bolt pattern shall not interfere with the anchor rod leveling nuts and shall not block the opening in the base plate.

Certified test reports and Material Certificates will be required in accordance with Article 1.03.07 for hot-dip galvanizing to specify galvanizing has been tested and performed in accordance with AASHTO M111 (ASTM A123). Certified test reports and Material Certificates will be required for all structural steel components.

Tenon Design Requirements:

The Contractor is responsible for the design and details of the tenon and tenon plate at the top of the camera pole, the connection of the tenon plate to the pole top plate and all connections and openings required to attach and operate the lowering device. He shall coordinate the design of the tenon and tenon plate with Section - 2 Camera Lowering Device Assembly, of this specification. Dimensions and details shown on the plans are for the purpose of establishing a detailing concept for the connection of the tenon plate to the pole.
The design and fabrication of the tenon and tenon plate, shall conform to the requirements of AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals – 2001 (Fourth Edition), including the latest interim specifications. The Contractor shall incorporate the following information into the design:

- The design wind speed shall be 120 mph. The computation of wind pressures in accordance with Appendix C is not permitted.
- The minimum design life shall be 50 years.
- The structure shall be designed for fatigue category I and for the wind load effects due to natural wind gusts. Vibration mitigation devices are not permitted.
- The minimum thickness of the pole tenon shall be ¼”.
- The minimum thickness of the tenon plate shall be 3/8”.

**Shop Drawings:**
Prior to fabrication, the Contractor shall submit shop drawings to the Engineer for review in accordance with Article 1.05.02. Drawings shall be submitted for each camera pole to be installed. **Data for multiple sites may not be presented in a table and submitted along with “typical” details.** An identifier for each pole is noted on Site Plans or Location Plans and shall be used to identify each set of drawings and computations.

Shop drawings shall be submitted on 11” x 17” (Ledger/Tabloid) sheets with an appropriate border and title block. Procedures and other supporting data shall be submitted on 8 ½” x 11” (Letter) sheets. Electronic submissions of portable document files (.pdf) are acceptable.

Deviations from any criteria noted on the plans or in this specification will not be considered for approval unless a request for change is submitted in writing to the District Engineer. Requests for change should be submitted and approved before preparing shop drawings. The request should include a reason for the proposed change. Shop drawings that do not conform to the contract plans and special provisions and prepared without written permission for the change may be rejected. Such a rejection gives no cause for a delay claim.

The shop drawings for each site shall contain the following information:

- The project number, town and camera pole identification number or Site Number
- Overall pole height and height of each pole section
- Cross sectional shape of pole (round or specify number of sides)
- Outside distance between parallel faces and width of flats at the top and bottom of each pole section (if member is multi-sided)
- Inside bend radius at angle points, if multi-sided member
- Wall thickness of each pole section
- Connection of pole to base plate (fillet welded socket connection or full penetration groove weld with a continuously welded backer bar). The following criteria shall be addressed:
The fabricator shall cut inside the specified opening in the base plate and grind to match the outside dimension of the pole.

The separation between the base plate and the pole within the socket shall not exceed 1/16” in order to assure sufficient fillet weld as specified in AWS D1.1, Section 5.22, “Tolerance of Joint Dimensions.”

- Groove welds at the base of poles less than 5/16” thick shall be ultrasonically tested in accordance with AWS D1.1, Annex K, as specified in Article 6.20.1. A 5/16” thick wall thickness may be substituted at no extra charge to avoid the need to use Annex K for full penetration weld inspection procedures.

- Details and location(s) of the longitudinal seam welds in the pole, including designation of the penetration depth of the welds at the pole ends and within the length of the pole.

- Welding process, electrodes, weld designations and non-destructive testing requirements.

- Length of slip type field splice.

- Diameter or distance across flats at the top and bottom of each pole section. Adequate tolerance should be allowed for the thickness of galvanizing, so the slip type field splice is adequate.

- Details of reinforced handholes and covers and their location on the pole (both vertical and angular orientation).

- Locations and diameters of holes in the pole wall for traffic flow monitor cables.

- Tie-offs, grounding lug hole and other attachments.

- Base plate details, including length, width and thickness, as well as anchor rod holes and other openings.

- A plan view of the pole and base plate showing the orientation of the anchor rod holes in relation to the hand hole at the base of the pole.

- Pole top plate details, including length, width and thickness, as well as bolt holes and other openings.

- Tenon and tenon plate, including length, width and thickness of tenon plate, as well as tie-offs, bolt holes and other openings. Coordinate dimensions with the manufacturer of the lowering device.

- A copy of camera lowering device assembly support arm and pole connection details (to show compatibility with tenon).

- Material specifications for all components, including fracture critical designations on the pole and base plate.

- Minimum Charpy impact values for the steel pole and base plate.

- Fabrication details of all components, including method of fabrication, when applicable.

- Galvanizing requirements.

**Working Drawings:**

Prior to fabrication, the Contractor shall submit erection drawings to the Engineer for review in accordance with Article 1.05.02. An individual set of drawings shall be prepared for each height camera pole.
Working drawings shall be submitted on 11" x 17" (Ledger/Tabloid) sheets with an appropriate border and title block. Design computations, procedures and other supporting data shall be submitted on 8 ½" x 11" (Letter) sheets.

The working drawings and design computations shall be sealed by a Professional Engineer, licensed in the State of Connecticut, who shall also be available for consultation in interpreting his computations and drawings, and in the resolution of any problems which may occur during the performance of the work. Please note that each working drawing must be sealed.

Erection drawings shall include the following:

- The project number, town and camera pole identification number
- Overall pole height and location of slip type field splice
- Pole installation and erection procedure, including
  - lifting weight
  - crane size and placement
  - location where pole will be assembled
  - method of pulling pole sections together
  - proposed sequence of conduit and cable installation in pole, cable tie-off, etc.
  - method of lifting pole (including strongbacks, if required)
  - method of securing the base during tilt-up
  - proposed orientation of arm and handhole relative to traffic
  - method of turning pole to the proposed orientation
  - placement of elastomeric seal inside anchor rod circle
  - method of positioning leveling nuts in preparation for setting the pole
    (include minimum and maximum clear space between leveling nuts and foundation)
  - anchor rod and nut lubrication requirements
  - anchor rod nut tightening sequence, including degree of tightening

Bolting pole sections together to secure them during erection and lifting holes in the steel pole will not be permitted and may be cause for rejection of the pole. A suggested pole erection sequence is included in the camera pole plans.

**CAMERA LOWERING DEVICE ASSEMBLY**

The lowering system shall consist of a suspension contact unit, divided support arm, and a pole adapter for attachment to a pole top tenon, conduit mount adapter, pole top junction box, and camera connection box. **The construction of the camera lowering device shall be the [MG]² Model CLDMG2-HYP**

The divided support arm and receiver brackets shall be designed to self-align the contact unit with the pole centerline during installation and ensure that the contact unit cannot twist under design wind conditions.

Round support arms are not acceptable.
The camera lowering device shall be designed in accordance with AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals – 2009 (Fifth Edition), including the latest interim specifications.

The lowering device manufacturer shall furnish independent laboratory testing documents certifying adherence to the stated wind force criteria identified in the CAMERA POLE section below utilizing, as a minimum, the effective projected area (EPA), the actual EPA or an EPA greater than that of the camera system to be attached.

The camera lowering device to be furnished shall be the product of the manufacturers with a minimum of two (2) years of experience in the successful manufacturing of such systems. The lowering device provider shall be able to identify a minimum of three (3) previous projects where the proposed system has been installed successfully for over a one-year period of time each.

Suspension Contact Unit

The suspension contact unit shall have a load capacity 600 lbs. with a 4 to 1 safety factor.

There shall be a locking mechanism between the fixed and moveable components of the lowering device. The movable assembly shall have a minimum of 2 latches. This latching mechanism shall securely hold the device and its mounted equipment. The latching mechanism shall operate by alternately raising and lowering the assembly using a winch and lowering cable. When latched, all weight shall be removed from the lowering cable. The fixed unit shall have a heavy duty cast tracking guide and means to allow latching in the same position each time. The contact unit housing shall be weatherproof with a gasket provided to seal the interior from dust and moisture.

The prefabricated components of the lift unit support system shall be designed to preclude the lifting cable from contacting the power or video cabling. The lowering device manufacturer shall provide a conduit mount adapter for housing the lowering cable. This adapter shall have an interface to allow the connection of a contractor-provided 1.25 inch PVC conduit and be located just below the cable stop block at the back of the lowering device. The Contractor shall supply and install the internal conduit in the pole as required by the Engineer and/or lowering device provider. **The only cable permitted to move within the pole or lowering device during lowering or raising shall be the stainless steel lowering cable. All other cables must remain stable and secure during lowering and raising operations.**

The female Socket contact half of the connector and the male contact block half shall be made of thermosetting synthetic polymer known as Hypalon. The female brass socket contacts and the male High conductivity brass pin contacts shall be permanently molded into the polymer Hypalon body. The current carrying male contacts shall be at least 1/8 inches in diameter. The attached wire leads from both the male and female contacts shall be permanently molded in the polymer Hypalon body. There shall be a maximum total of (14) fourteen contacts for each complete disconnect unit. The camera utilized shall be capable of performing all of its necessary functions on 14 contacts or less. Two of the Pins shall be longer than the other male pins so that
they will make first and break last providing optimum grounding performance. The current carrying and signal wires shall be constructed of 18 AWG rubber coated stranded wire. The contacts shall be self-wiping with a shoulder at the base of each male contact so that it will recess into the female block, thereby giving an environmental seal when mated. Male Pin contacts shall be mounted to lower portion of disconnect unit.

**Camera Junction Box**

The camera junction box shall be of two piece clamshell design with one hinge side and one latch side to facilitate easy opening. The general shape of the box shall be cylindrical to minimize the EPA. The Camera Junction Box shall be cast aluminum with stabilizing weights on the outside of the box to increase room on the interior. The box shall be capable of having up to 40 pounds of stabilizing weights. The bottom of the Camera Junction Box shall be drilled and tapped with a 1-1/2” NPT thread to accept industry standard dome housings and be able to be modified to accept a wide variety of other camera mountings. The junction box shall be gasketed to prevent water intrusion. The bottom of the box shall incorporate a screened and vented hole to allow airflow and reduce internal condensation. If utilizing a CCTV dome housing, it must be furnished from the camera factory with an epoxy sealed connection flange at the point of connection of the dome to the CLD junction box to ensure that there is no moisture migration from the CLD junction box into the dome.

**Pulleys**

All pulleys for the camera lowering device and portable lowering tool shall have sealed, self-lubricated bearings, oil tight bronze bearings, or sintered bronze bushings.

**Cables and Connectors**

The lowering cable shall be a minimum 1/8” diameter stainless steel aircraft cable with a minimum breaking strength of 1740 pounds with (7) strands of #19 wire each.

All electrical and video coaxial connections between the fixed and lowerable portion of the contact block shall be protected from exposure to the weather by a waterproof seal to prevent degradation of the electrical contacts. The electrical connections between the fixed and movable lowering device components shall be designed to conduct high frequency data bits and one (1) volt peak-to-peak video signals as well as the power requirements for operation of dome environmental controls.

The Power/Signal cable provided by the contractor/camera provider per the requirements of the camera shall be in the lengths as noted on the plans for each camera site. See Item No. 1112210A Camera Assembly for requirements pertaining to the camera power/signal cables. Further, the power signal cable shall be delivered to the lowering device manufacturer and prewired to the lowering device at the lowering device manufacturer prior to arrival at the jobsite.
Other Materials
The interface and locking components shall be made of stainless steel and or aluminum. All external components of the lowering device shall be made of corrosion resistant materials, powder coated, galvanized, or otherwise protected from the environment by industry-accepted coatings to withstand exposure to a corrosive environment.

The Camera Manufacturer shall provide weights and /or counterweights as necessary to assure that the alignment of pins and connectors are proper for the camera support to be raised into position without binding. The lowering unit will have sufficient weight to disengage the camera and its control components in order that it can be lowered properly.

The Camera Manufacturer shall provide the power and signal connectors for attachment to the bare leads in the camera junction box.

The Camera Manufacturer shall provide a mounting flange sufficient for mounting their respective camera assembly to a standard 1.5 inch NPT female, or other suitable method approved by the Engineer, at the bottom of the Camera connection box.

Lowering Tool
The camera-lowering device shall be operated by use of a portable lowering tool. The tool shall consist of a lightweight metal frame and winch assembly with cable as described herein, a quick release cable connector, an adjustable safety clutch and a variable speed industrial duty electric drill motor.

This tool shall be compatible with accessing the support cable through the hand hole of the camera pole. The lowering tool shall attach to the pole with one single bolt. The tool will support itself and the load assuring lowering operations and provide a means to prevent freewheeling when loaded.

The lowering tool shall have a reduction gear to reduce the manual effort required to operate the lifting handle to raise and lower a capacity load. The lowering tool shall be equipped with a positive locking mechanism to secure the cable reel during raising and lowering operations. The lowering tool shall be provided with an adapter for operating the lowering device by a portable drill using a clutch mechanism.

The manufacturer shall provide a variable speed, heavy-duty reversible drill motor and a lowering tool plus any addition tools required by plan notes. The lowering tool shall be made of durable and corrosion resistant materials, powder coated, galvanized, or otherwise protected from the environment by industry-accepted coatings to withstand exposure to a corrosive environment.

The lowering tool should be capable of lowering and raising the camera assembly for a 70’ pole within a five-minute time period. The lowering tool shall be delivered to the applicable DOT engineer upon project completion.
**Construction Methods:**

**CAMERA POLE**

The Contractor is responsible for reviewing the site conditions at each pole location as soon as possible. He shall immediately notify the Engineer of concerns such as conflicts with overhead utilities, trees, the presence of drainage swales, buried facilities, etc. that could make installation undesirable, extremely difficult or even impossible.

**Pole Fabrication**

A maximum of one telescopic, slip-type field splice is permitted in the pole. The minimum length of this splice shall be 1.5 times the inside diameter of the exposed end of the female section.

Poles shall be fabricated in accordance with the dimensions and tolerances listed in ASTM A595. Each pole will be inspected for straightness at the fabrication shop and again upon delivery to the site where it will be installed. Deviations from the allowable tolerance are cause for rejection.

The pole top plate shall have slotted holes that allow field adjustment of the arm/camera orientation up to 360 degrees. A tenon shall be welded to a separate tenon plate - NOT to the pole top plate. The tenon plate shall be bolted to the pole top plate. The tenon shall have standard size mounting holes as shown on the plans for the mounting of the camera-lowering device assembly. The tenon shall be of dimensions necessary to facilitate camera lowering device component installation. A slot in the tenon shall be parallel to the pole centerline as shown on the plans for mounting the lowering device.

Traffic appurtenances shall be located and mounted on the pole as shown on the Traffic Flow Monitor (TFM) plans. A ½” diameter hole shall be located on the traffic side of the pole 12” above the detector, whose height is noted on the TFM plans. A rubber grommet shall be installed in the hole to protect the wire from chafing and to prevent moisture from entering.

A handhole of the size detailed on the plans shall be placed at the level of the ½” diameter TFM monitor cable hole facing away from oncoming traffic.

**Handhole Requirements:**
- The camera pole shall have handholes that are detailed and located as shown on the plans.
- The handhole shall be provided with a cover connected to the frame with stainless steel bolts.
- A neoprene gasket shall be adhered to the inside of the handhole cover such that the gasket makes contact with the frame and seals the opening against intrusion of water.
- The cover shall be attached to the frame with stainless steel bolts as shown on the plans. Coupling nuts shall be welded to the inside face of the handhole frame to receive the handhole cover bolts. The cover shall be trial-fitted in the shop before being galvanized.
All bolts shall be threaded into the coupling nuts simultaneously and the cover shall fit tightly to the handhole frame with the elastomeric seal in place.

- A stainless steel chain shall connect the handhole cover and the handhole frame.
- The handhole frame shall accommodate a winch-anchoring bolt to secure the lowering device attachment. A drilled and tapped hole is specified on the plans. The female threads shall be re-tapped after galvanizing, if necessary, for compatibility with the bolt.
- The exposed edges of the handhole shall be ground smooth and rounded by grinding.

Welding Requirements:

All welding shall conform to the following requirements:

- AASHTO/ANSI/AWS D1.5 Bridge Welding Code, Section 12 – Fracture Control Plan (FCP) for Nonredundant Members. The provisions of this section, although written for bridges, shall apply to the camera pole and the base plate and all welds to those components.
- AWS D1.1 Structural Welding Code - Steel as supplemented by Section 12 of AASHTO/ANSI/AWS D1.5 Bridge Welding Code.
- The pole members may be fabricated with no more than 2 longitudinal seam welds.
- The longitudinal seam welds for the pole members shall have 60% minimum penetration, except longitudinal seam welds within 6” of the member ends shall be complete joint penetration groove welds. At the slip-type splice, the longitudinal seam welds on the female section of telescopic splices shall be complete penetration groove welds for a length equal to 1.5 times the inside diameter of the exposed end of the female section plus 6”.
- A minimum of 25% of the partial joint penetration seam welds and 100% of the complete joint penetration seam welds shall be non-destructively tested.
- Partial joint penetration seam welds shall be non-destructively tested in accordance with the magnetic particle method.
- Complete joint penetration seam welds shall be non-destructively tested in accordance with the ultrasonic method.
- Poles: the pole-to-transverse base plate connection may be made with a fillet welded socket connection with two fillet welds or a complete joint penetration groove weld with a backing ring attached to the plate with a continuous fillet weld.
- If a complete joint penetration groove weld is chosen for tube walls less than 5/16” thick, ultrasonic testing of the weld shall be performed in accordance with Annex K of AWS D1.1, as specified in Article 6.20.1.
- 100% of complete joint penetration groove welds shall be non-destructively tested by the ultrasonic method.
- 100% of fillet welds shall be non-destructively tested by the magnetic particle method.
- The joint between the backing ring and tubular member shall be sealed with silicone sealant at the top of the backing ring.
All welding, drilling of holes and any other fabrication practices that would damage the galvanized coating shall be completed prior to galvanizing the post.

After the post has been completely fabricated, welds ground smooth, flux and spatter removed, they shall be hot-dip galvanized in accordance with AASHTO M111 (ASTM A123). All pieces shall be galvanized in a single dip. Double-dipping will not be accepted.

All damaged areas of the galvanizing shall be properly prepared and touched-up. “Damaged” does not include mishandling or deliberate welding or drilling. Such deliberate destruction of the galvanized finish may be cause for rejection of the member. Damaged zinc shall be touched-up in accordance with ASTM A780. Spray aerosol cans of zinc rich primer will not be permitted. Zinc paint shall match the color of the galvanizing as nearly as possible. The Engineer may order additional touch-up if he deems it appropriate. Aluminum paint will not be permitted.

Fabricated materials shall be packed with sufficient dunnage and padding to protect finished surfaces. Poles shall be stored in a manner that does not dent or permanently bend the wall of the pole or permanently bend the pole along its axis.

Pole Installation
See the camera pole drawings for a suggested erection procedure. The Contractor is fully responsible for developing a workable erection procedure.

The Contractor is responsible for the proper orientation of the camera pole and arm. The station and offset of the pole shall be as shown on the CCTV\TFM plans or as directed by the Engineer.

The camera pole shall be electrically grounded by attaching one end of a bare copper grounding conductor to the ½” ground tap using an exothermic weld. The rigid metal conduit shall be electrically grounded by passing the ground conductor through an insulated bonding bushing attached to the conduit. The conductor shall terminate at the ground lug connection at the handhole.

Ensure that the handhole covers are securely installed before leaving the pole unattended.

In the void between the top of the concrete foundation and underside of the base plate a ring of closed cell elastomer shall be placed to seal the opening in the base plate completely. Closed cell elastomer shall fit inside the anchor bolts, but allow clearance for tightening. The elastomer shall be compressed approximately 10% to 20% when the base plate is in its final position.

The following installation procedure is critical to preventing fatigue failure of the anchor rods with UNC threads:
1. The anchor rod double leveling nuts shall be pre-set to expose as few threads as possible below the nuts, while forming a level line in all directions across the top of the top leveling nuts. A sufficient number of threads should be exposed below the leveling nuts to allow the nuts to be adjusted when plumbing the installed pole. The installation will be considered unacceptable if 1 ½” or more of threads are exposed below the bottom nut.
2. The anchor rod leveling nuts and washers shall be in full contact with the bottom surface of the base plate when the centerline of the pole is plumb.

3. Once the leveling nuts have all been brought into full contact with the bottom of the base plate, the nuts above the base plate may be tightened to snug-tight. Snug tight is equivalent to the full effort of a workman on a 12” wrench.

4. The nuts shall then be turned an additional one-third turn beyond snug-tight.

5. The leveling nuts shall be retightened to ensure that full contact has been made.

6. Bring all double nuts in contact with the tightened nuts and turn until snug-tight.

Note: Nut rotation is relative to the anchor rod. The tolerance is plus 20 degrees.

The camera lowering device assembly shall be installed according to the manufacturer’s specifications. The camera will be installed after the pole has been erected. To facilitate the camera installation, lower the control cable to the ground, attach the camera and raise it into position.

CAMERA LOWERING DEVICE ASSEMBLY

The Contractor shall install the lowering device and pole on the span pole foundation in the location(s) as shown on the plans.

The Contractor shall utilize an authorized representative from the lowering device manufacturer to assist with the assembly and testing of the first lowering system onto the pole assembly. The manufacturer shall furnish the Engineer documentation certifying that the electrical contractor has been instructed on the installation, operation and safety features of the lowering device. The contractor shall be responsible for providing applicable maintenance personnel “on site” operational instructions.

The Contractor shall install two (2) - 1.25 inch PVC conduits inside the camera pole between the tenon assembly and camera pole handhole. One conduit will be installed to contain the stainless steel aircraft lowering device control cable. The second conduit will be used to contain the twisted pair camera control and coax video cable. The camera control cable shall be contained inside of the 1.25 inch PVC conduit and the camera coax video cable shall be secured with plastic cable ties to the outside the PVC conduit. The TFM communication cable shall not be contained inside a PVC conduit.

The Contractor shall be responsible for installing and coordinating the CCTV and TFM cables between the lowering device and the pole installation per the manufacturer’s recommendations.

The Contractor shall contact the Engineer prior to installation of each lowering device assembly to determine the appropriate pole top tenon angle to use for optimum camera visibility. The Contractor shall then adjust the angle of the lowering device and pole top tenon as required.

The Contractor shall connect all power, video and data cables as required to fully operate the lowering device and camera assembly.
The camera lowering device assembly shall be mounted on the Camera Pole as dictated by the camera lowering device installation manual and the onsite representative. The lowering device assembly components, wiring and cabling shall be tested for proper signal continuity prior to installation of the pole on the foundation supports and anchor bolts.

Upon completion of the pole installation on the foundation, the unit shall be tested with a replica of the actual CCTV unit for the lowering device system functionality. The system shall be tested in the presence of the manufacturer’s representative and Engineer.

Method of Measurement:

This work will be measured for payment by the number of camera lowering device and steel camera pole assemblies of the height specified, furnished, installed, tested, completed and accepted in place.

Basis of Payment:

This work will be paid for at the contract unit price each for “Camera Lowering Device Assembly – Type B”, complete in place, which price includes the steel camera pole, tenon, base plate and all attachments, camera lowering device assembly, PVC conduit, suspension contact unit, pulleys, cables, connectors, lowering tool, and all equipment, materials, coordination, design, fabrication, tools, labor testing, manufacturer representation and incidentals thereto.

Anchor rods, nuts, and washers and anchor plates will be included for payment in the item “Traffic Control Foundation Span Pole – Type C.” The foundation type shall be as indicated on the plans.

Pay Item Pay Unit
Camera Lowering Device Assembly – Type B EA
CONTRACT TIME AND LIQUIDATED DAMAGES

Nine Hundred Twenty (920) calendar days will be allowed for the completion of the work on this project and the liquidated damages charge to apply will be Thirty Seven Thousand Nine Hundred ($37,900.00) per each day following the 920th calendar day, with no maximum payment.

In order to minimize the hazard, cost and inconvenience to the traveling public, pollution of the environment and the detriment to the business area, and because the work covered by this contract must be completed before other phases of the overall project can commence, it is necessary to limit the time of construction work which interferes with traffic as specified in Article 1.08.04 of the Special Provisions.

The allowable contract time for Contract 3 was developed assuming extended working hours, five (5), six (6) day and seven (7) day work weeks, except as indicated and restricted by the “Limitations of Operations”, and working fifty-two (52) weeks per year, for the length of the contract. To meet the allowable contract time it is expected that the Contractor will be working extended shifts and using premium time simultaneously at multiple project locations, at multiple bridge locations, multiple retaining wall locations, multiple drainage runs, etc. in order to complete the Contract by the specified completion date. The low bidder shall demonstrate to the Department that they have the necessary labor force and equipment to meet the allowable contract time.

The Contractor can expect that it will be required that temperature sensitive work will be performed during the winter months. Therefore, preparations must be made by the Contractor to protect this work from the cold and adverse conditions that the winter months may bring. There will be no additional compensation paid to the Contractor for this work but it shall be included in the general cost of the work.

The construction of the Busway Contract 3 shall be phased so that all existing Level 3 Communications (Level 3) and Amtrak C&S facilities remain in place until the permanent infrastructure for these utilities is in place and operable.

The Contractor is responsible for developing its own phasing plan for the Engineer's approval for the Project work. A suggested phasing plan, representing one possible sequence, is provided in the Contract Plans for the Contractor’s information.

Although the Contractor is responsible for developing its own phasing plan, the Contractor shall comply with the following construction milestones and maximum work durations:

**FLATBUSH AVENUE RECONSTRUCTION (STATE PROJECT NO. 63-643)**

**Traffic Detours through the Shopping Center**
For this project, the detours that utilize the shopping center driveways to bypass construction on Newfield Avenue (Stage 2) or provide a left turn from Flatbush Avenue onto Newfield Avenue (Stages 1 and 4) must be limited to the minimum time possible, with a “Maximum” duration as follows:

- One hundred twenty (120) calendar days for the Stage 2 Newfield Avenue detour
- Two hundred ten (210) calendar days for the Stage 1 left turn detour
- One hundred fifty (150) calendar days for the Stage 4 left turn lane detour

The duration of each detour shall be measured from the initial roadway closure or prohibition of the left turn and establishment of the detour, to the re-opening of the roadway to traffic and the availability of all normal travel lanes, including turning lanes. Each construction detour will be measured independently. All measurements are to be done on a calendar day basis.

The scheduling of the work is assumed to allow for all work to be completed approximately 10% faster than the maximum duration. Thus, it is anticipated that the following “Optimum” durations will result:

- One hundred (100) calendar days for the Stage 2 Newfield Avenue detour
- One hundred ninety (190) calendar days for the Stage 1 left turn detour
- One hundred thirty-five (135) calendar days for the Stage 4 left turn lane detour

The contractor shall receive an incentive bonus for each day that the work is completed prior to the stated maximum “Optimum” duration, and will be assessed liquidated damages for each day beyond the “Maximum” duration that the detour remains in operation in accordance with the following schedule:

**Incentive Bonus for Early Completion**: $7500 per calendar day up to a maximum of $150,000.

**Liquidated Damages for Late Completion**: $10,000 per calendar day, with no maximum limitation.

No incentive shall be awarded nor liquidated damages assessed if the roadway is reopened between the “Optimum” and “Maximum” calendar day limits.

**Flatbush Avenue Detours**
For this project, the closure of Flatbush Avenue will require detours to bypass construction on the overpass (Stage 3). This closure will be in place concurrent with the New Park Avenue reconstruction (Stage 3). The duration of this detour must be limited to the minimum time possible, with a maximum duration of twenty-one (21) calendar days, measured from the initial roadway closure and establishment of the detour to the re-opening of the roadway to traffic and the availability of all normal travel lanes, including turning lanes. All work requiring this detour must be completed at this time.

The contractor shall receive an incentive bonus for each day that Flatbush Avenue is reopened to provide normal operations, including all travel lanes and turning lanes prior to the twenty-one (21) calendar day maximum allowed duration, and will be assessed liquidated damages for each day beyond the twenty-one (21) day maximum that the detour remains in operation in accordance with the following schedule:

**Bonus for Early Completion**: $10,000 per day for each day prior to the 21st day, up to a maximum of $100,000.

**Liquidated Damages for Late Completion**: $25,000 per day for each day following the 21st day, with no maximum limitation.
Damages Related to Violation of Section 1.08 of These Specifications

There are two (2) additional conditions in which there are potential assessments for liquidated damages and they will be addressed in the following manner:

1. For this contract, an assessment per hour for liquidated damages shall be applied for each hour in which the Contractor impedes traffic flow during the restricted hours enumerated in Section 1.08 – Prosecution and Progress of these specifications. The assessment shall be as shown in the table for “Liquidated Damage per Hour”. Hourly damages are additive.

2. For this contract, an assessment for liquidated damages, at a rate of Thirty-five Thousand Dollars ($35,000) per calendar day will be applied to each calendar day or portion thereof that construction activities occur within, and/or the traffic is detoured into the existing shopping center property owned by The Housing Authority of the City of Hartford (HHA), during the prohibited period beginning on the Saturday before Thanksgiving and ending on the following January 15, as described in Section 1.08 – Prosecution and Progress of the Specifications. No new work within the property owned by HHA will be allowed during this period. The Department will be permitted to issue a Stop Work Order if construction continues in violation of these restrictions. This provision does NOT apply to the routing of Newfield Avenue left turning traffic through the shopping center property.

For the purpose of administering this contract, normal traffic flow is considered impeded when any portion of the travel lanes or shoulders is occupied by any personnel, equipment, materials, or supplies, including signs.

### State Project No. 63-643

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NEW BRITAIN – HARTFORD BUSWAY (STATE PROJECT NO. 93-180)
The Contractor is hereby advised that “Contract 3” contains activities which have been deemed critical to the commencement and/or completion of other Busway construction contracts and the overall program completion. In order to ensure that the Busway is completed on schedule, the Department has established specific milestones for completion of these critical activities. Failure to complete this work within the specified timeframes will result in the assessment of Liquidated Damages as described below.

In addition, the Contractor is hereby advised that the completion of “Contract 3” is dependent on work to be performed by AMTRAK and other parties. In order to allow these other parties to complete their work, the Contractor may be restricted from performing contract work at certain locations within the “Contract 3” limits during certain time periods. Anticipated access restrictions are described below, but the Contractor shall coordinate with the Engineer, AMTRAK, and any other required parties on a regular basis to ensure that conflicts are avoided. During the restricted periods the Contractor shall schedule his operations so that work at other, non-restricted, locations can be completed.

**Milestone 1 - Seventy-Four (74) Calendar Days from NTP**  
*Rough Grade and Preparation for Amtrak Cabinet and Foundation Locations*  
Contractor shall complete all installation of drainage and necessary rough grade or fill required to support the installation of Amtrak and Level 3 infrastructure as shown on the plans required for Amtrak and Level 3 to install instrument houses, cabinets, pull permanent cable and make terminations.

**Liquidated Damages for Late Completion of Milestone 1:** $9,000 per day for each day following the 74th calendar day, with no maximum payment.

**Access Constraint 1 – Two Hundred Eighty-Eight (288) Calendar Days from NTP**  
The Contractor shall incorporate into its phasing plan the time allotted for Amtrak and Level 3 to install, make terminations and put into final operation all infrastructure and conduit, power cable, signal cable, manholes and other facilities required for these permanent utilities prior to the removal of the existing in-service infrastructure for Amtrak and Level 3 operations.

**Access Constraint 2 – Three Hundred Seventy (370) Days from NTP**  
The Contractor shall incorporate into its phasing plan the allotted time for Amtrak to temporarily relocate the railroad (to be performed under Construction Contract No. 4 (State Project No. 063-670)) approximately 10 feet to the east prior to constructing retaining wall number 093-180-12-102, the Sigourney Street Northbound Platform Structure and associated work in this area. The Contractor will not have full access to this area until the track has been shifted easterly from its current location. Coordination with other contracts and with Amtrak construction forces will be required in this work zone.

**Milestone 3 – Seven Hundred Ninety-Six (796) Calendar Days from NTP**  
*Install ITS Infrastructure and Platforms*  
Contractor shall complete all construction work required to prepare for the installation of ITS devices. This includes completion of all infrastructure, power, platforms or pads, and supports required for the ITS Contractor to install the system integration components.

**Liquidated Damages for Late Completion of Milestone 3:** $6,000 per day for each day following the 796th calendar day, $10,000 per day for each day following the 826th calendar day, with no maximum payment.
Incentive Payment Terms and Conditions

The Department shall pay to the Contractor Incentive Payments as set forth in the Incentive and Liquidated Damages clauses above by which the actual completion date of the pertinent work meets or precedes the “Incentive Completion Date.” The Engineer shall determine said Date and the amount of any appropriate payment(s) to be made in this regard, subject to the conditions set forth hereinabove. For purposes of calculation and determination of entitlement to incentive payments hereunder, the Incentive Completion Date will be established prior to the commencement of construction activities for the Contract, and will not be adjusted thereafter for any reasons, cause or circumstance, regardless of fault on the part of any party, except in the instance of a catastrophic event (i.e., Acts of God (including fire, flood, earthquake, storm, hurricane or other natural disaster), war, invasion, act of foreign enemies, hostilities (regardless of whether war is declared), civil war, rebellion, revolution, insurrection, military or usurped power or confiscation, terrorist activities, nationalization, government sanction, blockage, embargo, labor dispute, strike, lockout or interruption or failure of electricity or telephone service.), acts of State in either its sovereign or contractual capacity or acts of another contractor in performance of a contract with the State.

The Department and the Contractor and other parties involved in the Project must anticipate that Project delays may occur and may arise from any one of various kinds of events and circumstances prior to or during the Contract period, including, but not limited to, the deletion of Contract work, the issuing of construction orders, the execution of supplemental agreements, the discovery of differing site conditions, the adding of extra work to the Contract, the emergence of right-of-way conflicts, problems with the obtaining or the terms of permits, action or inaction by persons or entities working on the project or by third parties, delays in the process of reviewing or approving shop drawings, expansion of the physical limits of the Project, the effects of weather conditions on Project activities, the occurrence of weekends or holidays, the suspension of any Project operation, or other events, forces or factors that affect highway construction work. Such events, forces or factors, and the Project delays, disruptions, inefficiencies or any other detrimental effects caused by them, are to be deemed to have been anticipated and contemplated by the parties in entering into this Contract, and shall not extend or constitute cause for extending any Incentive Completion Date for the purpose of determining whether or not any incentive payment is due to the Contractor, or of calculating the amount of any incentive payment due to the Contractor.

Further, any and all costs or detrimental effects incurred by the Contractor in accelerating its work in an attempt to meet the Incentive Completion Date or to increase the amount of incentive payments that may be due to the Contractor, regardless of the effects of any delay, disruption, inefficiency or other detrimental effect of the kinds of events, forces or factors referred to above, shall be solely the Contractor’s responsibility, and may not be used as the basis for any claim by the Contractor for additional compensation. The Contractor’s sole means, if any, for recovering such acceleration costs from the State shall be the incentive payment(s) that will be due to it if it completes the pertinent work prior to the relevant Incentive Completion Date.
If a catastrophic event (as defined above), acts of State in either its sovereign or contractual capacity or acts of another contractor in performance of a contract with the State directly and substantially delays or disrupts a portion of the Contract work described in the Incentive and Liquidated Damages Table, and if said effects and their claimed extent are supported by the Contractor’s Critical Path Schedule, the Contractor and the Department shall agree on the number of calendar days by which to extend the pertinent Incentive Completion Date(s), and the adjusted Date(s) will be used in calculating any related incentive payment(s). If the Contractor and the Department cannot agree on the appropriate adjustment of the pertinent Date(s), the Department will adjust the Date(s) in accordance with the period of delay that the Department reasonably deems to have been caused solely by the catastrophic event, acts of State in either its sovereign or contractual capacity or acts of another contractor in performance of a contract with the State. The Contractor shall have no right whatsoever to contest such determination, save and except in the event that the Contractor establishes that the number of calendar days of delay recognized by the Department in this context was arbitrary and without any reasonable basis.

A Waiver of Claim (WOC) executed between the Contractor and the Department will be issued to establish the extended pertinent Incentive Completion Date(s). The WOC will be incorporated into the Contract by Construction Order.

If the Contractor elects to take advantage of the incentive payment provisions, and if any portion of said provisions should conflict with any other provision of the Contract, the Contract shall be interpreted in accordance with these incentive payment provisions:

1. If the Contractor wishes to take advantage of the incentive payment provisions, the Contractor must actually complete the pertinent work and obtain written verification of the actual completion date from the Engineer on or before the pertinent Incentive Completion Date.

2. Within 30 days of receiving such verification of its actual completion date, the Contractor must write to the District Engineer of the Department Construction District administering the Project, notifying the District Engineer that the Contractor elects to receive payment(s) under said provisions. A copy of the Engineer’s verification of the pertinent actual completion date(s) must be enclosed with the notice to the District Engineer. In said written notice, the Contractor, in the following language, shall:

"waive and release the State from any and all claims, causes of action, issues, demands, disputes, matters or controversies of any nature or kind, known or unknown, present or potential, which the Contractor, its employees, agents or successors may have, may have had or ever may have against the Department, its officials, employees, consultants, or its other agents or representatives, in connection with the Contract or the Project, including, but not limited to, claims regarding Project work performed or deleted, construction orders, supplemental agreements, delays, disruptions, differing site conditions, utility conflicts, design changes or defects, time extensions, extra work, right-of-way issues, permitting issues, actions of suppliers or subcontractors or other contractors or third parties, shop drawing review or rejection, expansion of the physical Project limits, weather conditions, weekend or holiday cessation of Project activities, restrictions of working hours, suspensions of the Contractor’s operations, extended or
unabsorbed home office or jobsite overhead, lost profits, markups on subcontractor work, acceleration costs, and any other direct or indirect costs, and any other adverse impacts, events, conditions or circumstances or potential damages, relating to or arising out of the Contract or the Project through the date of this letter. This waiver and release and acknowledgement of satisfaction shall be all-inclusive and absolute, except for any routine adjustment by the Department of final quantity estimates.”

If the Contractor does not, (1) prior to the Incentive Completion Date, complete the pertinent Contract work and obtain written verification from the Engineer of the actual completion date of said work, or (2) within 30 days of said written verification, give the required written notice to the District Engineer of its election to receive incentive payment under the Contract, then the Contractor shall have no right to any payment under these incentive payment provisions.

Without regard to any verification by the Engineer that pertinent Contract work has been completed, and without regard to whether or not any incentive has been elected or earned under these provisions, the Contractor shall remain responsible for all such work and the continued maintenance thereof until such date as the Department formally accepts all work under the Contract in accordance with Section 1.08.14 of these Specifications.

**Liquidated Damages Terms and Conditions**

Whether or not the Contractor elects to take advantage of these incentive payment provisions, these liquidated damage provisions shall apply to all circumstances in which the Engineer does not verify in writing that the pertinent Contract work has been completed by the Milestone Completion Dates and maximum work durations listed above. If the Contractor does not complete the pertinent work on or before the applicable dates, the Department will deduct from monies otherwise owed to the Contractor the pertinent “Liquidated Damages Daily Amount” listed above for each calendar day that it takes the Contractor to complete said work beyond the Milestone/Maximum Duration Date.
NOTICE TO CONTRACTOR – AMTRAK SPECIFICATIONS

The Contractor is hereby notified that the following Amtrak specifications and requirements included herewith are applicable and are hereby made part of this contract. These procedures must be allowed by the contractor when working on Amtrak right of way. The Contractors are advised that Amtrak is continuously updating their specifications and forms. It is the responsibility of the contractors to verify with Amtrak that the latest version is being used.

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ATTN:

1. TEMPORARY PERMISSION. Temporary permission is hereby granted to ______________ (hereinafter called "Permittee"), to enter property owned and/or controlled by the National Railroad Passenger Corporation (hereinafter called "Railroad"), for the purpose of _____________________ at _____________________, State of ______________, under the terms and conditions set forth below.

2. LOCATION AND ACCESS. (Give map reference, description or both)

__________________________________________________________ (hereinafter called "Property").

3. INDEMNIFICATION. Permittee shall defend, indemnify and hold harmless Railroad, its officers, directors, employees, agents, servants, successors, assigns and subsidiaries, irrespective of their negligence or fault, from and against any and all losses and liabilities, penalties, fines, forfeitures, demands, claims, causes of action, suits, costs and expenses (including cost of defense and attorneys’ fees), which any or all of them may hereafter incur, be responsible for, or pay as a result of injury, death, disease, or occupational disease to any person, and for damage (including environmental contamination and loss of use) to or loss of any property, including property of Railroad, arising out of or in any degree directly or indirectly caused by or resulting from activities of or work performed by Permittee, its officers, employees, agents, servants, contractors, subcontractors, or any other person acting for or by permission of Permittee. The foregoing obligation shall not be limited by the existence of any insurance policy or by any limitation on the amount or type of damages, compensation, or benefits payable by or for Permittee or any contractor or subcontractor, and shall survive the termination of this Temporary Permit for any reason. As used in this paragraph, the term “Railroad” also includes all commuter agencies and other railroads with rights to operate over Railroad property, and their respective officers, directors, employees, agents, servants, successors, assigns and subsidiaries.

4. CONSIDERATION FOR PREPARATION OF TEMPORARY PERMIT. Permittee will pay to Railroad the sum of Seven Hundred Fifty Dollars ($750.00) as compensation for the preparation of this Temporary Permit. This fee is to be delivered to Railroad at the address set forth in paragraph 17 hereof.

5. STARTING OF USE OF PROPERTY. Permittee shall notify Railroad's Deputy Chief Engineer-Construction, or his designee, at least ten (10) days in advance before entering upon, or starting any work on, the Property. No entry upon or use of the Property will be permitted until a fully executed copy of this Temporary Permit is returned to Railroad, and specific permission to enter upon the Property is received by Permittee from Railroad’s Director Project Initiation & Development. (See paragraph 17 for contact information.)

6. RAILROAD OPERATIONS. All activities performed by or on behalf of Permittee shall be performed so as not to interfere with Railroad's operations or with any of Railroad's facilities. In no event shall personnel, equipment or material cross a track or tracks without special advance permission from Railroad's Deputy Chief Engineer-Construction or his designee. If, in the opinion of Railroad's Deputy Chief Engineer-Construction or his designee, conditions warrant at any time, Railroad will provide flag service and/or other protection at the sole cost and expense of Permittee, and Permittee agrees to pay to Railroad the full cost and expense therefor.

7. CLEARANCES. All equipment and material of Permittee shall be kept at all times not less than fifteen (15) feet from the centerline of the outside track, unless specifically otherwise authorized in
writing by Railroad's Deputy Chief Engineer-Construction or his designee. Permittee shall conduct all operations so that no part of any equipment shall foul an operated track; transmission, communication or signal line; or any other structure or facility of Railroad.

8. RESTORATION OF PREMISES. Upon completion of its work, Permittee shall, at the option of Railroad, (a) leave the Property in a condition satisfactory to Railroad, or (b) restore the Property to its original condition. This may include, without limitation, the restoration of any fences removed or damaged by Permittee.

9. TERM OF TEMPORARY PERMIT. This Temporary Permit shall commence on the date Railroad receives a fully executed copy of this Temporary Permit pursuant to paragraph 17 hereof and shall extend until the end of the period Railroad determines is necessary for Permittee to accomplish the purpose set forth in paragraph 1 hereof; provided, however, Railroad reserves the right to revoke this Temporary Permit at any time, and in no event shall this Temporary Permit extend beyond ________, 201_. Under no circumstances shall this Temporary Permit be construed as granting to Permittee any right, title or interest of any kind in any property of Railroad.

10. PROTECTION. All work on, over, under, within or adjacent to the Property shall be performed in accordance with the document entitled "SPECIFICATIONS REGARDING SAFETY AND PROTECTION OF RAILROAD TRAFFIC AND PROPERTY," a copy of which is attached hereto as Attachment A and incorporated herein by reference.

11. INSURANCE. Before Permittee commences any work on, over, under, within or adjacent to the Property, Permittee and its contractors (unless Permittee opts to provide the required coverage for them), shall furnish to Railroad’s Director Project Initiation & Development, evidence of the insurance coverages specified in the document entitled "INSURANCE REQUIREMENTS - NATIONAL RAILROAD PASSENGER CORPORATION," a copy of which is attached hereto as Attachment B and incorporated herein by reference.

12. SAFETY ORIENTATION CLASS. No person may enter within twenty-five (25) feet of the Property until he/she has attended Railroad’s Safety Orientation Class, as noted in paragraph 12 of Attachment A.

13. COMPLIANCE BY CONTRACTORS. Permittee shall take all steps necessary to ensure that its contractors and subcontractors comply with the terms and conditions of this Temporary Permit.

14. SUPPORT SERVICES; COSTS; PAYMENTS. Railroad shall not be responsible for any costs incurred by Permittee in relation to any matter whatsoever. Permittee is required to reimburse Railroad for all costs incurred by Railroad in relation to this Temporary Permit. Without limiting the foregoing, Permittee is required to reimburse Railroad for all costs incurred by Railroad in connection with the review of any plans, drawings or other submissions made by Permittee.

Railroad's costs, expenses and labor charges will be billed to Permittee at Railroad's standard force account rates. Except as specified in paragraph 4 hereof, all payments due from Permittee to Railroad under this Temporary Permit shall be due and payable within thirty (30) days from the date of invoice. Permittee shall have no right to set off against any payment due under this Temporary Permit any sums which Permittee may believe are due to it from Railroad for any reason whatsoever. In the event that Permittee shall fail to pay, when due, any amount payable by it under this Temporary Permit, Permittee shall also pay to Railroad, together with such overdue payment, interest on the overdue amount at an annual rate of six (6) percentage points over and above the rate published from time to time by The Wall Street Journal as the prime commercial lending rate (or the highest rate allowed by law, if less than the foregoing), calculated from the date the payment was due until paid. All payments due from Permittee to Railroad hereunder shall be: (a) made by check drawn from currently available funds; (b) deemed made only upon receipt by Railroad of collected funds; (c) made payable to National Railroad Passenger...
Corporation; and (d) delivered to the National Railroad Passenger Corporation, 23615 Network Place –
GROUP, Chicago, IL 60673-1236. (However, the permit fee referenced in paragraph 4 hereof and the
Railroad Protective Liability premium referenced in Attachment B, if applicable, shall be delivered to
Railroad at the address set forth in paragraph 17 hereof.) All payment obligations of Permittee under this
Temporary Permit shall survive the termination or expiration of this Temporary Permit.

15. ENVIRONMENTAL AND GEOTECHNICAL TESTS AND STUDIES. Permittee shall not
perform any environmental or geotechnical tests or studies (e.g., air, soil or water sampling) unless
specifically identified and authorized in paragraph 1 of this Temporary Permit. If any such tests or
studies are performed, Permittee shall promptly furnish to Railroad, at no cost, a copy of the results
including any reports or analyses obtained or compiled. Except as may be required by applicable law or
as authorized by Railroad in writing, Permittee shall not disclose the results of any such tests or studies to
anyone other than Railroad or Permittee’s client. Failure to comply with the provisions of this clause
shall result in immediate termination of this Temporary Permit and forfeiture of all compensation paid
Railroad therefor.

16. SEVERABILITY. If any provision of this Temporary Permit is found to be unlawful, invalid or
unenforceable, that provision shall be deemed deleted without prejudice to the lawfulness, validity and
enforceability of the remainder of the Temporary Permit.

17. ACCEPTANCE. To confirm acceptance of this Temporary Permit, one fully executed copy must
be returned to: Director Project Initiation & Development, National Railroad Passenger Corporation,
30th Street Station, Mail Box 64, Philadelphia, PA 19104 (215/349-1127). The second copy may be
retained for your file.

NATIONAL RAILROAD PASSENGER CORPORATION

By: _______________________________________
    DEPUTY CHIEF ENGINEER - CONSTRUCTION

Date: _______________________________________

AGREED TO AND ACCEPTED:

By: ___________________________________
    (signature)

Title: _____________________________________
    Must be an Owner/Partner or
duly authorized representative

Date: _____________________________________
ATTACHMENT A
Temporary Permit to Enter Upon Property

SPECIFICATIONS REGARDING SAFETY
AND PROTECTION OF RAILROAD TRAFFIC AND PROPERTY (Revised 2/3/06)

National Railroad Passenger Corporation (Railroad)

In the following Specifications, "Railroad" shall mean the National Railroad Passenger Corporation; “Chief Engineer” shall mean Railroad’s Chief Engineer and/or his duly authorized representative; “Permittee” shall mean the party so identified in the Temporary Permit to Enter Upon Property; and “Contractor” shall mean the entity retained by the Permittee or the entity with whom Railroad has contracted in a Preliminary Engineering Agreement or Force Account Agreement, as applicable.

(1) Pre-Entry Meeting: Before entry of Permittee and/or Contractors onto Railroad’s property, a pre-entry meeting shall be held at which time Permittee and/or Contractors shall submit for written approval of the Chief Engineer, plans, computations and a detailed description of proposed methods for accomplishing the work, including methods for protecting Railroad’s traffic. Any such written approval shall not relieve Permittee and/or Contractor of their complete responsibility for the adequacy and safety of their operations.

(2) Rules, Regulations and Requirements: Railroad traffic shall be maintained at all times with safety and continuity, and Permittee and/or Contractors shall conduct their operations in compliance with all rules, regulations, and requirements of Railroad (including these Specifications) with respect to any work performed on, over, under, within or adjacent to Railroad’s property. Permittee and/or Contractors shall be responsible for acquainting themselves with such rules, regulations and requirements. Any violation of Railroad’s safety rules, regulations, or requirements shall be grounds for the immediate suspension of Permittee and/or Contractor work, and the re-training of all personnel, at Permittee’s expense.

(3) Maintenance of Safe Conditions: If tracks or other property of Railroad are endangered during the work, Permittee and/or Contractor shall immediately take such steps as may be directed by Railroad to restore safe conditions, and upon failure of Permittee and/or Contractor to immediately carry out such direction, Railroad may take whatever steps are reasonably necessary to restore safe conditions. All costs and expenses of restoring safe conditions, and of repairing any damage to Railroad’s trains, tracks, right-of-way or other property caused by the operations of Permittee and/or Contractors, shall be paid by Permittee.

(4) Protection in General: Permittee and/or Contractors shall consult with the Chief Engineer to determine the type and extent of protection required to ensure safety and continuity of railroad traffic. Any Inspectors, Track Foremen, Track Watchmen, Flagmen, Signalmen, Electric Traction Linemen, or other employees deemed necessary by Railroad, at its sole discretion, for protective services shall be obtained from Railroad by Permittee and/or Contractors. The cost of same shall be paid directly to Railroad by Permittee. The provision of such employees by Railroad, and any other precautionary measures taken by Railroad, shall not relieve Permittee and/or Contractors from their complete responsibility for the adequacy and safety of their operations.

(5) Protection for Work Near Electrified Track or Wire: Whenever work is performed in the vicinity of electrified tracks and/or high voltage wires, particular care must be exercised, and Railroad’s requirements regarding clearance to be maintained between equipment and tracks and/or energized wires, and otherwise regarding work in the vicinity of electrified tracks, must be strictly observed. No employees or equipment will be permitted to work near overhead wires, except when protected by a Class A employee of Railroad. Permittee and/or Contractors must supply an adequate length of grounding cable (4/0 copper with approved clamps) for each piece of equipment working near or adjacent to any
overhead wire.

(6) **Fouling of Track or Wire:** No work will be permitted within twenty-five (25) feet of the centerline of track or the energized wire or have potential of getting within twenty-five (25) feet of track wire without the approval of the Chief Engineer’s representative. Permittee and/or Contractors shall conduct their work so that no part of any equipment or material shall foul an active track or overhead wire without the written permission of the Chief Engineer’s representative. When Permittee and/or Contractors desire to foul an active track, they must provide the Chief Engineer’s representative with their site-specific work plan a minimum of twenty-one (21) working days in advance, so that, if approved, arrangements may be made for proper protection of Railroad. Any equipment shall be considered to be fouling a track or overhead wire when located (a) within fifteen (15) feet from the centerline of the track or within fifteen (15) feet from the wire, or (b) in such a position that failure of same, with or without a load, would bring it within fifteen (15) feet from the centerline of the track or within fifteen (15) feet from the wire and requires the presence of the proper Railroad protection personnel.

If acceptable to the Chief Engineer’s representative, a safety barrier (approved temporary fence or barricade) may be installed at fifteen (15) feet from centerline of track or overhead wire to afford the Permittee and/or Contractor with a work area that is not considered fouling. Nevertheless, protection personnel may be required at the discretion of the Chief Engineer’s representative.

(7) **Track Outages:** Permittee and/or Contractors shall verify the time and schedule of track outages from Railroad before scheduling any of their work on, over, under, within, or adjacent to Railroad’s right-of-way. Railroad does not guarantee the availability of any track outage at any particular time. Permittee and/or Contractors shall schedule all work to be performed in such a manner as not to interfere with Railroad operations. Permittee and/or Contractors shall use all necessary care and precaution to avoid accidents, delay or interference with Railroad’s trains or other property.

(8) **Demolition:** During any demolition, Contractor must provide horizontal and vertical shields, designed by a Professional Engineer registered in the state in which the work takes place. These shields shall be designed in accordance with the Railroad’s specifications and approved by the Railroad, so as to prevent any debris from falling onto the Railroad's right-of-way or other property. A grounded temporary vertical protective barrier must be provided if an existing vertical protective barrier is removed during demolition. In addition, if any openings are left in an existing bridge deck, a protective fence must be erected at both ends of the bridge to prohibit unauthorized persons from entering onto the bridge.

Ballasted track structure shall be kept free of all construction and demolition debris.

(9) **Equipment Condition:** All equipment to be used in the vicinity of operating tracks shall be in “certified” first-class condition so as to prevent failures that might cause delay to trains or damage to Railroad’s property. No equipment shall be placed or put into operation near or adjacent to operating tracks without first obtaining permission from the Chief Engineer’s representative. Under no circumstances shall any equipment or materials be placed or stored within twenty-five (25) feet from the centerline of an outside track, except as approved by the Site Specific Safety Work Plan. To ensure compliance with this requirement, Permittee and/or Contractors must establish a twenty-five (25) foot foul line prior to the start of work by either driving stakes, taping off or erecting a temporary fence, or providing an alternate method as approved by the Chief Engineer’s representative. Permittee and/or Contractors will be issued warning stickers which must be placed in the operating cabs of all equipment as a constant reminder of the twenty-five (25) foot clearance envelope.

(10) **Storage of Materials and Equipment:** No material or equipment shall be stored on Railroad’s property without first having obtained permission from the Chief Engineer. Any such storage will be on the condition that Railroad will not be liable for loss of or damage to such materials or equipment from any cause.
If permission is granted for the storage of compressed gas cylinders on Railroad property, they shall be stored a minimum of 25 feet from the nearest track in an approved lockable enclosure. The enclosure shall be locked when the Permittee and/or Contractor is not on the project site.

(11) **Condition of Railroad’s Property:** Permittee and/or Contractors shall keep Railroad’s property clear of all refuse and debris from its operations. Upon completion of the work, Permittee and/or Contractors shall remove from Railroad’s property all machinery, equipment, surplus materials, falsework, rubbish, temporary structures, and other property of Permittee and/or Contractors and shall leave Railroad’s property in a condition satisfactory to the Chief Engineer.

(12) **Safety Training:** All individuals, including representatives and employees of Permittee and/or Contractors, before entering onto Railroad’s property or coming within twenty-five (25) feet of the centerline of the track or energized wire shall first attend Railroad’s Safety Orientation Class. The Safety Orientation Class will be provided by Railroad’s Safety Representative at Permittee's expense. A photo I.D. will be issued and must be worn/displayed while on Railroad property. All costs of complying with Railroad’s safety training shall be at the sole expense of Permittee. Permittee and/or Contractors shall appoint a qualified person as their Safety Representative. He/she shall continuously ensure that all individuals comply with Railroad’s safety requirements. All safety training records shall be maintained with the site specific work plan.

(13) **No Charges to Railroad:** It is expressly understood that neither these Specifications, nor any document to which they are attached, include any work for which Railroad is to be billed by Permittee and/or Contractors, unless Railroad gives a written request that such work be performed at Railroad's expense.
ATTACHMENT B
Temporary Permit to Enter Upon Property
Force Account Agreement for CDOT Busway Project

INSURANCE REQUIREMENTS
NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
CHICAGO UNION STATION COMPANY (CUSCO)
WASHINGTON TERMINAL COMPANY (WTC)

DEFINITIONS

In these Insurance Requirements "Railroad" or "Amtrak" shall mean National Railroad Passenger Corporation and as appropriate, its subsidiaries Chicago Union Station Company (“CUSCO”) and Washington Terminal Company (“WTC”). "Contractor" shall mean the party identified as "Permittee" in the Temporary Permit to Enter Upon Property Agreement or the party with whom Amtrak has contracted in the Preliminary Engineering Agreement or Force Account Agreement, as well as its officers, employees, agents, servants, contractors, subcontractors, or any other person acting for or by permission of Permittee or Contractor. "Operations" shall mean activities of or work performed by Contractor. “Agreement” shall mean the Temporary Permit to Enter Upon Property Agreement, Preliminary Engineering Agreement, or Force Account Agreement, as applicable.

INSURANCE

Contractor shall procure and maintain, at its sole cost and expense, the types of insurance specified below. Contractor shall evidence such coverage by submitting to Amtrak the original Railroad Protective Liability Policy and certificates of insurance evidencing the other required insurance, prior to commencement of Operations. In addition, Contractor agrees to provide certified copies of the insurance policies for the required insurance within 30 days of Amtrak’s written request. All insurance shall be procured from insurers authorized to do business in the jurisdiction(s) where the Operations are to be performed. Contractor shall require all subcontractors to carry the insurance required herein, or Contractor may, at its option, provide the coverage for any or all subcontractors, provided the evidence of insurance submitted by Contractor to Amtrak so stipulates. The insurance shall provide for thirty (30) days prior written notice to Amtrak in the event coverage is substantially changed, canceled or non-renewed. All insurance shall remain in force until all Operations are satisfactorily completed (unless otherwise noted below), all Contractor personnel and equipment have been removed from Railroad property, and any work has been formally accepted. The Contractor may provide for the insurance coverages with such deductibles or retained amounts as Amtrak may approve from time to time, except however that the Contractor shall, at its sole expense, pay for all claims and damages which fall within such deductible or retained amount on the same basis as if there were full commercial insurance in force in compliance with these requirements. Contractor's failure to comply with the insurance requirements set forth herein shall constitute a violation of the Agreement.

In the event the term of this agreement exceeds five years, Amtrak reserves the right to modify the conditions/limits of said insurance listed in this Section, but Amtrak shall not modify the conditions or increase the limits during the first five-year period following execution of this Agreement and, thereafter, shall not modify the conditions or increase the limits more than once in the subsequent five year periods. By way of example only, and not by limitation, for years one (1) through five (5), the insurance requirements cannot be changed (except to lessen the requirements); for years six (6) through ten (10), the insurance conditions or an increase in the limits can only change once; for years eleven (11) through fifteen (15), the insurance conditions or an increase in the limits can only change once; and so on. Nothing in this section precludes the Amtrak from reducing the conditions and limits of insurance, nor does anything in this section preclude Amtrak from, following each (if any) and every occasion that the laws of the State of Connecticut are revised, amended, modified, repealed, adjudicated or otherwise changed in such a way as to limit or reduce the ability of Contractor to defend and indemnify Amtrak or fulfill its obligations to Amtrak, requiring a significant increase in insurance coverage terms, conditions, and limits. In the event that either
party hereto becomes aware of any such revision, amendment, modification, repeal, adjudication or other change, it shall promptly so notify the other party, but the failure by either party to so notify the other party shall not affect the Parties’ other rights or obligations under this Section.

**Workers' Compensation Insurance** complying with the requirements of the statutes of the jurisdiction(s) in which the Operations will be performed, covering all employees of Contractor. Employer's Liability coverage with limits of not less than $1 million each accident or illness shall be included. A waiver of subrogation in favor of Amtrak is required.

In the event the Operations are to be performed on or over navigable waterways, a Longshoremen and Harbor Workers' Compensation Act Endorsement and a Maritime Coverage Endorsement are to be added, including coverage for wages, transportation, maintenance and cure.

In the event that the Contractor or its subcontractors are considered a railroad, Employers Liability coverage shall be extended to cover FELA with a limit of not less than $20 million ($20,000,000) each accident, illness or occurrence.

**Commercial General Liability Insurance** covering liability of Contractor with respect to all operations to be performed and all obligations assumed by Contractor under the terms of the Agreement. Products-completed operations, independent contractors and contractual liability coverages are to be included, with the contractual exclusion related to construction/demolition activity within fifty (50) feet of the railroad and any Explosion/Collapse/Underground (X-C-U) exclusions deleted.

The policy shall name National Railroad Passenger Corporation, as appropriate CUSCO or WTC, and all commuter agencies and railroads that operate over the property or tracks at issue as additional insureds with respect to the operations to be performed. In addition the policy shall include an ISO endorsement form CG 24 17 10 01 or its equivalent providing contractual liability coverage for railroads listed as additional insureds. Coverage for such additional insureds shall be primary and non-contributory as respects any other insurance the additional insureds carry.

Coverage under this policy shall have limits of liability of not less than $20 million ($20,000,000) each occurrence, combined single limit, for bodily injury (including disease or death), personal injury and property damage (including loss of use) liability.

**Automobile Liability Insurance** covering the liability of Contractor arising out of the use of any vehicles which bear, or are required to bear, license plates according to the laws of the jurisdiction in which they are to be operated, and which are not covered under Contractor's Commercial General Liability insurance. The policy shall name National Railroad Passenger Corporation, as appropriate CUSCO or WTC, and all commuter agencies and railroads that operate over the property or tracks at issue as additional insureds with respect to the operations to be performed. Coverage under this policy shall have limits of liability of not less than $5 million ($5,000,000) each occurrence, combined single limit, for bodily injury and property damage (including loss of use) liability.

Notwithstanding anything to the contrary in the foregoing provisions of this paragraph, in the event the contractor is providing contract bus operations or buses to Contractor, then the limit for this insurance requirement is increased to twenty million dollars ($20,000,000) each accident or occurrence.

In the event Contractor or any subcontractor will be transporting and/or disposing of any hazardous material or waste off of the jobsite, a MCS-90 Endorsement is to be added to this policy and the limits of liability are to be increased to $5 million each occurrence.

**Railroad Protective Liability (RRP) Insurance** covering the Operations performed by Contractor or any subcontractor within fifty (50) feet vertically or horizontally of railroad tracks. The current ISO
Occurrence Form (claims-made forms are unacceptable) in the name of the National Railroad Passenger Corporation (and as appropriate CUSCO or WTC, and all commuter agencies and railroads that operate over the property or tracks at issue) shall have limits of liability of not less than $10 million ($10,000,000) each occurrence, combined single limit, for Coverages A and B, for losses arising out of injury to or death of all persons, and for physical loss or damage to or destruction of property, including the loss of use thereof. A $20 million ($20,000,000) annual aggregate shall apply. Additionally, Policy Endorsement CG 28 31 - Pollution Exclusion Amendment, is required to be endorsed onto the policy. Further, "Physical Damage to Property" as defined in the policy is to be deleted and replaced by the following endorsement:

"It is agreed that ‘Physical Damage to Property’ means direct and accidental loss of or damage to all property owned by any named insured and all property in any named insured’s care, custody and control."

The original RRP Liability Insurance Policy must be submitted to Amtrak prior to commencement of Operations.

**All Risk Property Insurance** covering physical loss or damage to all property used in the performance of the Operations on a full replacement cost basis. The policy shall have limits of liability adequate to cover all property of Contractor (including personal property of others in Contractor's care, custody or control) and shall include a waiver of subrogation against Amtrak, as appropriate CUSCO or WTC, and all commuter agencies and railroads that operate over the property or tracks at issue.

**Contractor’s Pollution Liability Insurance** covering the liability of Contractor arising out of any sudden and/or non-sudden pollution or impairment of the environment, including clean-up costs and defense, that arise from the Operations of Contractor with National Railroad Passenger Corporation, as appropriate CUSCO or WTC, and all commuter agencies and railroads that operate over the property or tracks at issue named as additional insureds. Coverage under this policy shall have limits of liability of not less than $5 million ($5,000,000) each occurrence. The coverage shall be maintained during the term of the project, and for at least two (2) years following Amtrak acceptance of the completion of all Operations to be performed.

**Pollution Legal Liability Insurance** is required if any hazardous material or waste is to be transported or disposed of off of the jobsite. Contractor, its subcontractor or transporter, as well as the disposal site operator, shall maintain this insurance. Contractor shall designate the disposal site, and must provide a certificate of insurance from the disposal facility to Amtrak. The policy shall name National Railroad Passenger Corporation, as appropriate CUSCO or WTC, and all commuter agencies and railroads that operate over the property or tracks at issue as additional insureds, with limits of liability of not less than $2 million ($2,000,000) per claim.

Further, any additional insurance coverages, permits, licenses and other forms of documentation required by the United States Department of Transportation, the Environmental Protection Agency and/or related state and local laws, rules and regulations shall be obtained by Contractor.

**Professional Liability Insurance** covering the liability of Contractor for any and all errors or omissions committed by Contractor in the performance of the Operations, regardless of the type of damages. The coverage shall be maintained during the term of the Operations, and for at least three (3) years following completion thereof. The State’s consultants responsible for overall program management and all track and access roadway design shall maintain policies with limits of liability of not less than Twenty Million Dollars ($20,000,000) per claim, and each of the State’s consultants responsible for the design of Busway sections shall maintain policies with limits of liability not less than Ten Million Dollars ($10,000,000) per claim. The State’s contractors responsible for the construction of each of the Projects shall maintain policies of not less than Ten Million Dollars ($10,000,000) per claim, The State’s consultants responsible construction inspection of the Projects shall maintain policies of not less than Two Million Dollars ($2,000,000) per claim. Each policy may contain a deductible
clause of a maximum of Two Hundred Fifty Thousand Dollars ($250,000). The State, at its option, may secure an owner’s protective professional indemnity insurance policy for the purpose of providing for all or part of the professional liability insurance coverage specified above.

**Claims-Made Insurance** - If any liability insurance specified above shall be provided on a claims-made basis, then in addition to coverage requirements above, such policy shall provide that:

1. The retroactive date shall coincide with or precede Contractor’s start of Operations (including subsequent policies purchased as renewals or replacements);

2. The policy shall allow for the reporting of circumstances or incidents that might give rise to future claims;

3. Contractor will use its best efforts to maintain similar insurance under the same terms and conditions that describe each type of policy listed above (e.g., Commercial General Liability, Professional Liability) for at least six (6) years following completion of the Operations; and

4. If insurance is terminated for any reason, Contractor will purchase an extended reporting provision of at least six (6) years to report claims arising from Operations.

**Evidence of Insurance**

Contractor shall furnish evidence of insurance as specified above at least fifteen (15) days prior to commencing Operations. THESE DOCUMENTS SHALL INCLUDE A DESCRIPTION OF THE PROJECT AND THE LOCATION ALONG THE RAILROAD RIGHT-OF-WAY (typically given by milepost designation) IN ORDER TO FACILITATE PROCESSING. The fifteen (15) day advance notice of coverage may be waived by Amtrak in situations where such waiver will benefit Amtrak, but under no circumstances will Contractor begin Operations without providing satisfactory evidence of insurance as approved by Amtrak. Such evidence of insurance coverage shall be sent to:

Director Project Initiation & Development  
National Railroad Passenger Corporation  
30th Street Station, Mail Box 64  
Philadelphia, PA 19104-2817
ATTACHMENT B
Temporary Permit to Enter Upon Property
Force Account Agreement for CDOT Busway Project

INSURANCE REQUIREMENTS
NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
CHICAGO UNION STATION COMPANY (CUSCO)
WASHINGTON TERMINAL COMPANY (WTC)

DEFINITIONS

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Further, any additional insurance coverages, permits, licenses and other forms of documentation required by the United States Department of Transportation, the Environmental Protection Agency and/or related state and local laws, rules and regulations shall be obtained by Contractor.

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clause of a maximum of Two Hundred Fifty Thousand Dollars ($250,000). The State, at its option, may secure an owner’s protective professional indemnity insurance policy for the purpose of providing for all or part of the professional liability insurance coverage specified above.

Claims-Made Insurance - If any liability insurance specified above shall be provided on a claims-made basis, then in addition to coverage requirements above, such policy shall provide that:

1. The retroactive date shall coincide with or precede Contractor’s start of Operations (including subsequent policies purchased as renewals or replacements);

2. The policy shall allow for the reporting of circumstances or incidents that might give rise to future claims;

3. Contractor will use its best efforts to maintain similar insurance under the same terms and conditions that describe each type of policy listed above (e.g., Commercial General Liability, Professional Liability) for at least six (6) years following completion of the Operations; and

4. If insurance is terminated for any reason, Contractor will purchase an extended reporting provision of at least six (6) years to report claims arising from Operations.

Evidence of Insurance

Contractor shall furnish evidence of insurance as specified above at least fifteen (15) days prior to commencing Operations. THESE DOCUMENTS SHALL INCLUDE A DESCRIPTION OF THE PROJECT AND THE LOCATION ALONG THE RAILROAD RIGHT-OF-WAY (typically given by milepost designation) IN ORDER TO FACILITATE PROCESSING. The fifteen (15) day advance notice of coverage may be waived by Amtrak in situations where such waiver will benefit Amtrak, but under no circumstances will Contractor begin Operations without providing satisfactory evidence of insurance as approved by Amtrak. Such evidence of insurance coverage shall be sent to:

Director Project Initiation & Development
National Railroad Passenger Corporation
30th Street Station, Mail Box 64
Philadelphia, PA  19104-2817
ITEM NO. 0601651A – RETAINING WALL (SITE NO. 1)
ITEM NO. 0601656A – RETAINING WALL (SITE NO. 6)
ITEM NO. 0601657A – RETAINING WALL (SITE NO. 7)
ITEM NO. 0601658A – RETAINING WALL (SITE NO. 8)
ITEM NO. 0601659A – RETAINING WALL (SITE NO. 9)
ITEM NO. 0601660A – RETAINING WALL (SITE NO. 10)
ITEM NO. 0601661A – RETAINING WALL (SITE NO. 11)
ITEM NO. 0601662A – RETAINING WALL (SITE NO. 12)
ITEM NO. 0601678A – RETAINING WALL (SITE NO. 28)
ITEM NO. 0601687A – RETAINING WALL (SITE NO. 37)

Description: This item will consist of designing, furnishing and constructing a retaining wall in the location, grades, and to the dimensions and details shown on the contract drawings, and in accordance with these specifications. This item also consists of constructing cast-in-place portions of Retaining Wall (Site No. 28) as shown on the contract drawings.

Retaining Wall Selection: The wall chosen shall be selected from the list shown on the contract drawings. The contract drawings may detail a cast-in-place reinforced concrete retaining wall. This type of retaining wall may also be used as an option. For Retaining Wall (Site No. 28) the cast in place sections shall be constructed as detailed on the contract drawings. The Engineer will reject any proposed retaining wall that is not listed on the contract drawings.

The following is a list of the Department's current approved proprietary retaining walls, no other proprietary retaining walls will be allowed:

NOTE: SEE THE CONTRACT DRAWINGS FOR THE SPECIFIC WALLS THAT ARE ACCEPTABLE FOR EACH SITE.

Prefabrcicated Modular Walls

ITEM #0601651A, #0601656A, #0601657A, #0601658A, #0601659A, #0601660A, #0601661A, #0601662A, #0601678A, #0601687A
1. Doublewal-Standard Module
Doublewal
173 Church Street
Yalesville, CT 06492
(203) 269-3119

2. T-Wall Retaining Wall System
The Neel Company
8328-D Traford Lane
Springfield, VA 22152
(703) 913-7858

Mechanically Stabilized Earth (MSE) Walls

1. Reinforced Earth Walls
The Reinforced Earth Company
133 Park Street
North Reading, MA 01864
(978) 664-2830

2. Retained Earth
The Reinforced Earth Company
1372 Oldbridge Road, Suite 101
Woodbridge, VA 22192
(703) 499-9818

Design: Design computations are not required for the cast-in-place wall detailed on the contract drawings except for any temporary earth retaining systems included in the lump sum item. The Contractor shall submit working drawings and design computations for temporary earth retaining systems in accordance with Article 7.14.03.

1 - Design Computations: If the Contractor chooses one of the proprietary wall options, he is fully responsible for the design, detailing and additional specifications required. The actual designer of the retaining wall shall be a qualified Professional Engineer licensed in the State of Connecticut. The designer must have designed at least three proprietary walls within the last three years.

2 - Designer's Liability Insurance: The Designer of the proprietary retaining wall shall secure and maintain at no direct cost to the Department, a Professional Liability Insurance Policy for errors and omissions in the minimum amount of One Million Dollars ($1,000,000). The Designer may, at his election, obtain a policy containing a maximum Two Hundred Fifty Thousand Dollars ($250,000) deductible clause, but if he should obtain a policy containing such a clause, the Designer shall be liable to the extent of the deductible amount. The Designer shall obtain the appropriate and proper endorsement to its Professional Liability Policy to cover the indemnification clause in this contract as the same relates to negligent acts, errors or omissions in the work performed by the Designer. The Designer shall continue this liability insurance coverage for a period of three years from the date of the acceptance of the work by the agency head as evidenced by a certificate of acceptance issued to the contractor or for three years after the termination of the contract, whichever is earlier, subject to the continued commercial availability of such insurance.
The Designer shall supply the certificate of this insurance to the Engineer prior to the start of construction of the wall. The designer’s insurance company shall be licensed in the State of Connecticut.

3 - Preliminary Submissions for Proprietary Retaining Walls: Prior to the start of fabrication or construction, the Contractor shall submit to the Engineer a design package, which shall include, but not be limited to the following:

a. Detailed Plans:

- Plan sheets shall be approximately 24" x 36".
- Stamped by a licensed Professional Engineer (Connecticut).
- Full plan view of the wall drawn to scale. The plan view must reflect the horizontal alignment and offset from the horizontal control line to the face of the wall. Beginning and ending stations, all utilities, signs, lights, etc. that affect the construction along with all property lines and easement lines adjacent to the wall shall be shown.
- Full elevation view of the wall drawn to scale. Elevation views should indicate the elevation at the top and bottom of walls, horizontal and vertical break points, and the location of finished grade.
- Typical cross sections drawn to scale including all appurtenances. Detailed cross section should be provided at significant reinforcement transitions such as wall ends.
- Details of all wall components and their connections such as the length, size and type of reinforcement and where any changes occur; modular component and facing details including reinforcing steel and reinforcement connections; joint material including geotextile filter location and horizontal joint compression material, etc.
- Drainage details for embankment backfill including attachment to outlets shown on contract drawings.
- Details of any roadway drainage pipe projecting through the wall, or any attachments to the wall. Details of the treatment of drainage swales or ditches shown on the contract drawings.
- Design parameters used along with AASHTO references.

ITEM #0601651A, #0601656A, #0601657A, #0601658A, #0601659A, #0601660A, #0601661A, #0601662A, #0601678A, #0601687A

0063-0643 & 0093-0180

Addendum No. 5
• Material designations for all materials to be used.

• Detailed construction methods including a quality control plan. Construction quality control plans should include monitoring and testing frequencies (e.g., for setting batter and maintaining horizontal and vertical control). Construction restraints should also be listed in the details. Specific requirements for construction around obstructions should be included.

• Details of parapet attachments where required along with any lighting and/or signing requirements.

• Details of Architectural Treatment where required.

• Details of Temporary Earth Retaining Systems where required.

• Details of wall treatment where the wall abuts other structures.

• Treatment at underground utilities where required.

b. Design Computations:

• Stamped by a licensed Professional Engineer (Connecticut).

• Computations shall clearly refer to the applicable AASHTO provisions as stated in the Notes on the Contract Drawings.

• Documentation of computer programs including all design parameters.

• The design shall conform to the criteria listed below.

c. Construction Specifications:

• Construction methods specific to the proprietary retaining wall chosen. These specifications should include construction limitations including vertical clearance, right-of-way limits, etc. Submittal requirements for materials such as certification, quality, and acceptance/rejection criteria should be included. Details on connection of modular units and connection of reinforcements such that assurance of uniform stress transfer should be included.
• Any requirements not stated herein.

The submissions for proprietary retaining walls shall be treated as working drawings in accordance with Section 1.05 amended as follows:

a. 6 sets of each submission shall be supplied to the Department

b. The Contractor shall allow 21 days for the review of each submission. If subsequent submissions are required as a result of the review process, 21 days shall be allowed for review of each submission. No extensions in contract time will be allowed for the review of these submissions.

4 - Final Submissions for Proprietary Retaining Walls:

Once a proprietary retaining wall design has been reviewed and accepted by the Department, the Contractor shall submit the final plans. The final submission shall include one set of full size (approximately 24" x 36") mylar sheets and five sets of full size blue line copies.

The final submission shall be made within 14 days of acceptance by the Department. No work shall be performed on the retaining wall until the final submission has been received.

Acceptance of the final design shall not relieve the Contractor of his responsibility under the contract for the successful completion of the work.

The actual designer of the proprietary retaining wall is responsible for the review of any shop drawings prepared for the fabrication of the wall. One set of full size blue line copies of all approved shop drawings shall be submitted to the Department's permanent records.

5 – General Design Requirements

a. All designs for proprietary walls and temporary earth retaining systems (if required) shall conform to the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) Standard Specifications for Highway Bridges including the latest Interims published except as noted otherwise herein.

b. The wall design shall follow the dimensions of the wall envelope shown in the contract drawings.

For all proprietary walls, the top of the leveling pad or reinforced concrete toe footing shall be located at or below the bottom of the footing elevation shown on the contract drawings. If no footing elevation is shown, the minimum wall embedment shall be four feet as measured to the top of the leveling pad or toe footing.
If steps at the bottom of the wall are required, they shall be kept at or below the footing elevation shown on the contract drawings. Steps in addition to those shown on the contract drawings will be permitted at no additional cost to the Department.

c. The wall shall be designed to be within all property lines and easement lines shown on the contract drawings. If additional work areas are necessary for the construction of the proprietary retaining wall, the Contractor shall be responsible for obtaining the rights from the affected property owners. Copies of these rights shall be forwarded to the Department.

d. The top of the wall shall be at the top of the wall elevations shown on the contract drawings. Where coping or barrier is utilized, the wall face panel shall extend up into the coping or barrier a minimum of two inches. The top of the face panels may be level or sloped to meet the top of the wall line noted.

e. Cast-in-place concrete will not be an acceptable replacement for areas noted by the wall envelope, except for minor grouting of pipe penetrations and leveling required for coping or traffic barrier.

f. The wall shall be designed for a minimum live load surcharge equal to two feet of soil at a unit weight of 125 pounds per cubic foot. If there are specific live load surcharges acting on the wall, they shall also be accounted for. The minimum equivalent fluid pressure used to design the wall shall be 33 pounds per cubic foot per linear foot of wall, except where lightweight fill is required for backfill, in which case the minimum equivalent fluid pressure used to design the wall shall be 18 pounds per cubic foot per linear foot of wall. A unit weight of 60 pounds per cubic foot shall be assumed for lightweight fill.

g. If stated on the contract drawings, the wall shall be designed for seismic forces according to the AASHTO Specifications.

h. If the wall is detailed with a concrete parapet, the top two courses of prefabricated modular walls units shall be designed to support a transverse railing load of 10 kips. The 10 kip load may be distributed over the length of the parapet section between joints, but not exceeding 20 feet. Computations that verify the stability of the top two courses of the modular units shall be submitted to the Engineer.

The detailing and reinforcement in the parapet section above the gutterline or finished grade, including any light standard attachments, shall be as shown on the contract drawings.

i. The wall shall be designed to accommodate all roadway drainage and drainage structures as shown on the contract drawings.
j. The maximum allowable bearing pressure of the soil shall be as shown on the contract drawings. The bearing pressure stated assumes a uniform pressure distribution. If additional soils information is required by the Contractor’s designer, it must be obtained by the Contractor and will not be reimbursed by the Department.

k. Parapet and Moment slab Design:

• General requirement for parapet and moment slab design:

The parapet and moment slab shall be designed in accordance the AASHTO Standard LRFD Bridge Design Specifications 5th Edition – 2010, including the latest interim specifications and errata, amended as follows:

The parapet shall be designed and constructed of precast or cast-in-place concrete. The moment slab shall be designed and constructed of cast-in-place reinforced concrete.

Above the finished grade, the parapet dimensions, concrete and reinforcement shall conform to the Department’s retaining wall parapet details. Below the finished grade, the parapet shall be designed to resist the forces specified in Table A13.2-1 of the AASHTO LRFD Bridge Design Specifications for the parapet types indicated below:

<table>
<thead>
<tr>
<th>Parapet Type</th>
<th>AASHTO LRFD Test Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>42” High Standard Parapet</td>
<td>TL-4</td>
</tr>
<tr>
<td>32” High Standard Parapet</td>
<td>TL-3</td>
</tr>
<tr>
<td>Sidewalk Parapet</td>
<td>TL-3</td>
</tr>
</tbody>
</table>

The moment slab and its connection to the parapet shall be designed to resist, at a minimum, a transverse load equal to 133% of $F_t$. The length of the structural connection between parapet and moment slab assumed to resist transverse force $F_t$ shall be the distance between parapet joints but not greater than 30 feet in any case. The length of the moment slab assumed to resist sliding and overturning may exceed parapet joint spacing but shall be no greater than 30 feet in any case. The moments shall be summed about the front face of the wall facing. All resistance factors shall be taken as 1.0. The internal angle of friction for the soil shall be assumed to be 34 degrees unless otherwise shown on the contract plans.

Minimum concrete cover for reinforcing steel shall be 2 inches for top bars and 3 inches for bottom bars

• Precast Concrete Parapet Alternative:
Precast parapet sections shall be no less than 8 feet in length.

Parapets shall include details for shear transfer between adjacent units by either concrete shear keys or steel dowels as follows:

- Shear keys when used shall be monolithically cast in each parapet section or joint location. Shear keys shall be located vertically within the top 32 inches of the parapet and shall be a minimum of 24 inches in length with a tapered width between 3 and 4 inches, and a minimum interlock depth of 2 inches.

- Steel dowels when used shall be a minimum of 3 in number, smooth, 14 inches long minimum, and 1 inch diameter at each parapet interface. Steel dowels shall be located in each parapet joint and spaced approximately 1 foot apart vertically. Steel dowels shall be positioned to project equally into each adjoining parapet sections and shall be detailed to avoid impeding shrinkage and thermal movements. Bond breakers may be used with steel dowels for that purpose. Alternatively, pockets may be cast to receive steel dowels in adjacent parapet units. Pocket widths shall not exceed steel dowel diameters by more than ½ inch.

Moment slabs for precast concrete parapets shall be structurally continuous throughout the overall wall length. Construction joints are permitted in moment slabs.

- Cast-in-Place Parapet Alternative:

The minimum distance between parapet joints shall be 20 feet. Expansion and contraction joints shall be placed in accordance with Section 11.6 of the AASHTO LRFD Bridge Design specifications. Expansion and contraction joints shall be located a minimum of 10 feet from the nearest edge of a catch basin. Expansion and contraction joints shall be located a minimum of 6 feet from the centerline of light standard anchorages and junction boxes. Preformed expansion joint filler, ½ inch thick, shall be installed at the expansion joints in the parapet.

Parapets shall include details for shear transfer between sections by way of concrete shear keys or steel dowels as follows:
o Shear keys when used shall be monolithically cast in each parapet section or joint location. Shear keys shall be located vertically within the top 32 inches of the parapet and shall be a minimum of 24 inches in length with a tapered width between 3 and 4 inches, and a minimum interlock depth of 2 inches.

o Steel dowels when used shall be a minimum of 3 in number, smooth, 14 inches long minimum, and 1 inch diameter at each parapet interface. Steel dowels shall be located in each parapet joint and spaced approximately 1 foot apart vertically. Steel dowels shall be positioned to project equally into each adjoining parapet sections and shall be detailed to avoid impeding shrinkage and thermal movements. A bond breaker shall be used with steel dowels for that purpose.

Moment slabs for cast-in-place parapets shall extend to the outside face of the retaining wall as shown on the plans. Moment slabs for cast-in-place parapets shall be structurally continuous throughout the overall wall length except at parapet contraction and expansion joint locations where longitudinal reinforcing within 2 feet of the wall face shall be discontinuous for the purpose of crack control. All remaining longitudinal reinforcing in moment slabs at parapet expansion and contraction joint locations shall be continuous. A vertical 1” deep chamfer on the exposed face of the moment should be provided in locations directly under parapet expansion and contraction joints. Construction joints are permitted in moment slabs for cast-in-place concrete.

6 - Design Requirements for Mechanically Stabilized Earth Walls:  The design shall consider the internal stability of the wall mass as outlined below. The global stability of the structure, including slope stability, bearing capacity safety, and total and differential settlement is the responsibility of the Department.

a. Hydrostatic Forces:  Unless specified otherwise, when a design high water surface is shown on the contract drawings at the face of the wall, the design stresses calculated from that elevation to the bottom of wall must include a three foot minimum differential head of saturated backfill. In addition, the buoyant weight of saturated soil shall be used in the calculation of pullout resistance.

b. Backfill:  The friction angle of the pervious structure backfill used in the reinforced fill zone for the internal stability design of the wall shall be assumed to be 34 degrees unless shown otherwise on the contract drawings. The friction angle of the in-situ soils shall be assumed to be a maximum of 30 degrees unless otherwise shown on the Contract drawings. The
The friction angle of lightweight fill used in the reinforced fill zone for internal stability design of the wall shall be assumed to be 38 degrees.

c. **Soil Reinforcement:** The soil reinforcement shall be the same length from the bottom to the top of each wall section. The reinforcement length defining the width of the entire reinforced soil mass may vary with wall height along the length of wall. The minimum length of the soil reinforcement shall be seventy percent of the wall height, H, or eight feet, whichever is greater.

The soil reinforcement length shall be sufficient to satisfy the sliding, overturning and pullout factors of safety designated in AASHTO Specifications and the minimum lengths required for external stability as recommended by the Department. Calculation of stresses and pullout factors of safety shall be in accordance with the AASHTO Specifications for Highway Bridges.

Calculations for stresses and factors of safety shall be based on assumed conditions at the end of the design life. The design life shall be 75 years unless otherwise indicated on the contract drawings. The design of soil reinforcements shall account for section loss as outlined in the AASHTO Specifications. All soil reinforcement shall be hot dipped galvanized.

7 - **Design Requirements for Prefabricated Modular Walls:** The general design of the wall shall be according to the AASHTO Specifications. The design shall consider the stability at each level of modules. The global stability of the structure, including slope stability, bearing capacity safety, and total and differential settlement is the responsibility of the Department.

a. **Hydrostatic Forces:** Unless specified otherwise, when a design high water surface is shown on the contract drawings at the face of the wall, the design stresses calculated from that elevation to the bottom of wall must include a three foot minimum differential head of saturated backfill. In addition, the buoyant weight of saturated soil shall be used in the calculation of pullout resistance.

b. **Backfill:** The friction angle of the pervious structure backfill shall be assumed to be 34 degrees if sufficient amounts of pervious backfill are used. The friction angle of the in-situ soils shall be assumed to be a maximum of 30 degrees unless otherwise shown on the Contract drawings. The friction angle of the lightweight fill shall be assumed to be 38 degrees.

c. **Infill:** The maximum assumed unit weight of infill material used for determining the factor of safety for overturning shall be 100 pounds per cubic foot. If Doublewal modules are to be filled with crushed stone, the maximum assumed unit weight of the infill shall be 80 pounds per cubic foot.

d. **Safety Factors:** The minimum factors of safety shall be as specified in the AASHTO Specifications amended as follows. The factor of safety for T-Wall shall be 1.5 for...
pullout of the concrete stem. Shear keys are not to be included in these computations. Only resisting forces developed beyond the theoretical failure plane may be used in these computations.

**Materials:**

1 - Cast-in Place Concrete Walls: The materials furnished and used in the work shall be those prescribed within the Standard Specifications for Roads, Bridges and Incidental Construction, including supplemental specifications and applicable special provisions.

2 - Prefabricated Modular and Mechanically Stabilized Earth Walls: Materials shall conform to the following requirements and those not listed below shall be as prescribed within the Standard Specifications for Roads, Bridges and Incidental Construction, including supplemental specifications and applicable special provisions.

   a. **Concrete:** The concrete shall conform to the requirements of Section M.03 and as follows:

   Concrete for all precast components shall be air-entrained composed of portland cement, fine and coarse aggregates, admixtures and water. The air-entraining feature may be obtained by the use of either air-entraining portland cement or an approved air-entraining admixture. The entrained-air content shall be not less than four percent or more than seven percent. The concrete utilized shall be a mix which will attain a minimum 28-day strength \( f'_{c} \) of 4,500 pounds per square inch. The mix design shall be furnished to the Engineer.

   Concrete for footings or unreinforced leveling pads shall be conform to the requirements of Class "A" Concrete. Class "F" Concrete shall be used for cast-in-place concrete copings.

**Concrete Finish:** Unless otherwise indicated on the contract drawings or elsewhere in the specifications, the concrete surface for the exposed face shall have an ordinary steel form finish. All non-exposed surfaces shall have a unformed finish which shall be free of open pockets of aggregate and surface distortions in excess of 1/4 inch.

**Acceptance Criteria for Precast Components:** Precast components shall be accepted for use in wall construction provided the concrete strength meets or exceeds the minimum compressive strength requirement, the soil reinforcement connection devices and the panel or module dimensions are within the manufacture's allowable tolerances and any chipping, cracks, honeycomb or other defects are within acceptable standards for precast concrete or repaired as determined by the Engineer.

It is recognized that certain cracks and surface defects are not detrimental to the structural integrity of the precast components if properly repaired. The Engineer shall determine the need.
for and proper method of such repair. All repairs shall be approved by the Engineer prior to acceptance of the precast component for use in wall construction.

**Marking:** The date of manufacture, the production lot number, and the piece-mark shall be clearly marked on the side of each panel or module.

b. **Reinforcing Steel:** Reinforcing steel shall conform to the requirements of ASTM A615, Grade 60.

c. **Attachment Devices for Prefabricated Modular Walls:** All structural connectors shall be hot dipped galvanized according to the requirements of ASTM A123 (AASHTO M-111). The minimum thickness of the galvanizing shall be based on the service life requirements in the AASHTO Specifications.

d. **Soil Reinforcing and Attachment Devices for MSE Walls:**

Soil Reinforcement: All soil reinforcement and structural connectors shall be hot dipped galvanized according to the requirements of ASTM A123 (AASHTO M-111). The minimum thickness of the galvanizing shall be based on the service life requirements as previously stated.

Steel strip reinforcement shall be hot rolled to the required shape and dimensions. The steel shall conform to AASHTO M223 (ASTM A572) Grade 65 unless otherwise specified.

Welded wire fabric reinforcement shall be shop fabricated from cold-drawn wire of the sizes and spacings shown on the plans. The wire shall conform to the requirements of ASTM A82, fabricated fabric shall conform to the requirements of ASTM A185.

Connection Hardware: Connection hardware shall conform to the details on the plans and the requirements in the special provisions or the plans. All fasteners shall be galvanized according to the requirements of ASTM A-153 (AASHTO M-232). The minimum thickness of the galvanizing shall be based on the service life requirements as previously stated.

e. **Joint Materials:** All horizontal and vertical joints between panels shall be covered by a geotextile (separation-high survivability) conforming to the requirements of Article M.08.02-26. The minimum width and lap shall be twelve inches. Details of installation including connection of the geotextile to coping shall be provided.

f. **Backfill:** Backfill shall be pervious structure backfill conforming to the requirements of Articles M.02.05 and M.02.06. For Retaining Wall (Site No. 28) lightweight fill may be used. Lightweight fill shall satisfy the material requirements as specified in the Item “Lightweight Fill”.

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In addition, the backfill for Mechanically Stabilized Earth Walls shall conform to all of the following requirements:

**Electrochemical Requirements:** The backfill material shall conform to the following electrochemical requirements:

<table>
<thead>
<tr>
<th>PROPERTY</th>
<th>REQUIREMENT</th>
<th>TEST METHODS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resistivity at 100%</td>
<td>Minimum 3000 ohm-cm</td>
<td>ASTM G-57-78</td>
</tr>
<tr>
<td>saturation</td>
<td></td>
<td>AASHTO T-288-911</td>
</tr>
<tr>
<td>pH</td>
<td>Acceptable Range 5-10</td>
<td>ASTM G-51-77</td>
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<tr>
<td></td>
<td></td>
<td>AASHTO T-289-911</td>
</tr>
<tr>
<td>Chlorides</td>
<td>Maximum 100 ppm</td>
<td>ASTM D-512-88</td>
</tr>
<tr>
<td>Sulfates</td>
<td>Maximum 200 ppm</td>
<td>ASTM D-516-88</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AASHTO T-290-911</td>
</tr>
</tbody>
</table>

**g. Smooth Steel dowels:** Steel dowels used in parapets joints shall conform to the requirements of ASTM A36 and shall be galvanized in conformance with the requirements of ASTM A153.

**Construction Methods:**

1 - **Cast-in-Place Concrete Walls:** All construction methods for cast-in-place retaining walls shall be in accordance with the detailed requirements prescribed for the construction the appropriate items as specified in the Standard Specifications for Roads, Bridges, and Incidental Construction.

2 - **Prefabricated Modular Walls:** All construction methods for items not listed below shall be in accordance with the detailed requirements prescribed for the construction of the appropriate items as specified in the Standard Specifications for Roads, Bridges, and Incidental Construction.

a. **Special Surface Treatment:** If a special surface finish is proposed for the wall, before proceeding with production, a model modular unit shall be provided by the fabricator for the Engineer's approval to establish a guide and standard for the type of finish to be furnished on the exposed face. This model shall be kept at the fabricator's plant to be used for comparison purposes during production. Formed surfaces other than the exposed face shall not require a special finish.
b. **Inspection and Rejection:** The quality of materials, the process of manufacture, and the finished units shall be subject to inspection by the Engineer prior to shipment.

Modular units which have imperfect molding, honeycomb, open texture concrete, or broken corners shall be repaired to the satisfaction of the Engineer or shall be rejected. Insufficient compressive strength shall also be cause for rejection.

Modular units with special surface treatments shall be rejected if there are variations in the exposed face that deviate from the approved model as to color or texture in accordance with precast concrete industry standards.

c. **Marking:** The date of manufacture shall be clearly scribed on an inside surface of each modular unit.

d. **On Site Representative:** A qualified and experienced representative from the wall supplier shall be at the site at the initiation of the wall construction to assist the Contractor and the Engineer. If there is no more than one wall on a project then this criteria will apply to construction of the initial wall only. The representative shall also be available on an as needed basis, as requested by the Engineer.

e. **Installation:** The modular units shall be installed in accordance with manufacturer's recommendations. Special care shall be taken in setting the bottom course of units to true line and grade.

The vertical joint opening on the front face of the wall shall not exceed 3/4 inch. Vertical tolerances and horizontal alignment tolerances measured from the face line shown on the contract drawings shall not exceed 3/4 inch when measured along an eight straightedge. The overall tolerance of the wall from top to bottom shall not exceed 1/2 inch per eight feet of wall height or one inch total, whichever is the lesser, measured from the face line shown on the contract drawings. A strip of geotextile shall be installed at all vertical joints.

Assembly of the various components shall be performed in such a manner that no undue strain or stress is placed on any of the members that constitute the completed structure.

f. **Backfilling:**

Doublewal:

Infill for modular units shall be placed, one course at a time, in lifts not exceeding two feet in thickness. The dry density of each lift of pervious structure backfill placed inside the modular units, after compaction, shall not be less than 90 percent of the dry density for that material when
tested in accordance with AASHTO T-180, Method D. Each lift shall be thoroughly compacted with a vibratory tamping device.

Placement of the pervious structure backfill behind the wall shall closely follow erection of successive courses of modular units. At no time shall the difference in backfill elevation between the interior and exterior of the wall exceed six feet.

The units may be backfilled with crushed stone, provided that the design of the wall was based on a density of 80 pounds per cubic foot.

All pervious structure backfill placed outside of the modular units shall be placed in accordance with the requirements of Article 2.16.03.

For Retaining Wall (Site No. 28) placement and compaction of any lightweight material shall be in accordance with the contract item “Lightweight Fill”.

T-Wall:

Backfill placement shall closely follow erection of each course of modules. Backfill shall be placed in such a manner as to avoid any damage or disturbance to the wall materials or misalignment of the modules. Any wall materials which become damaged or disturbed during backfill placement shall be either removed and replaced at the Contractor's expense or corrected, as directed by the Engineer. Any backfill material placed within the wall envelope which does not meet the requirements of this specification shall be corrected or removed and replaced at the Contractor's expense.

Backfill shall be compacted to 95 percent of the maximum density as determined by AASHTO T-99, Method C or D (with oversize correction, as outlined in Note 7).

The moisture content of the backfill material prior to and during compaction shall be uniform throughout each layer. Backfill material shall have a placement moisture content less than or equal to the optimum moisture content. Backfill material with a placement moisture content in excess of the optimum moisture content shall be removed and reworked until the moisture content is uniform and acceptable throughout the entire lift. The optimum moisture content shall be determined in accordance with AASHTO T-99, Method C or D (with oversize correction, as outlined in Note 7).

If 30 percent or more of the backfill material is greater than 3/4 inch in size, AASHTO T-99 is not applicable. For such a material, the acceptance criterion for control of compaction shall be either a minimum of 70 percent of the relative density of the material as determined by a method specification provided by the wall supplier, based on a test compaction section, which defines the
type of equipment, lift thickness, number of passes of the specified equipment, and placement moisture content.

The maximum lift thickness after compaction shall not exceed ten inches. The Contractor shall decrease this lift thickness, if necessary, to obtain the specified density.

For Retaining Wall (Site No. 28), placement and compaction of the lightweight material shall be in accordance with the contract item “Lightweight Fill”.

Compaction within three feet of the face of the modules shall be achieved by at least three passes of a lightweight mechanical tamper, roller or vibratory system. The specified lift thickness shall be adjusted as warranted by the type of compaction equipment actually used. Care shall be exercised in the compaction process to avoid misalignment or damage to the module. Heavy compaction equipment shall not be used to compact backfill within three feet of the wall face.

At the end of each day's operation, the Contractor shall slope the last level of backfill away from the wall facing to direct runoff of rainwater away from the wall face. The Contractor shall control and divert runoff at the ends of the wall such that erosion or washout of the wall section does not occur. In addition, the Contractor shall not allow surface runoff from adjacent areas to enter the wall construction site.

3 - Mechanically Stabilized Earth Walls: All construction methods for items not listed below shall be in accordance with the detailed requirements prescribed for the construction of the appropriate items as specified in the Standard Specifications for Roads, Bridges, and Incidental Construction.

a. Special Surface Treatment: If a special surface finish is proposed for the wall, before proceeding with production, a model face panel shall be provided by the fabricator for the Engineer's approval to establish a guide and standard for the type of finish to be furnished on the exposed face. This model shall be kept at the fabricator's plant to be used for comparison purposes during production. Formed surfaces other than the exposed face shall not require a special finish.

b. Foundation Preparation: The foundation for the structure shall be graded level for a width equal to or exceeding the length of the soil reinforcements, or as shown on the plans. Prior to wall construction, the foundation, if not in rock, shall be compacted. Any foundation soils found to be unsuitable shall be removed and replaced with granular fill.
At each panel foundation level, an un-reinforced concrete leveling pad shall be provided as shown on the plans. The leveling pad shall be cast to the design elevations as shown on the plans.

c.  **On Site Representative:** A qualified and experienced representative from the wall supplier shall be at the site at the initiation of the wall construction to assist the Contractor and the Engineer. If there is no more than one wall on a project then this criteria will apply to construction of the initial wall only. The representative shall also be available on as needed basis, as requested by the Engineer.

d.  **Wall Erection:** Panels shall be placed in successive horizontal lifts in the sequence shown on the plans as backfill placement proceeds. As backfill material is placed behind the panels, the panels shall be maintained in a vertical position. Vertical tolerances (plumbness) and horizontal alignment tolerances shall not exceed 3/4 inch in eight feet. The allowable offset in any panel joint shall be 3/4 inch. The overall vertical tolerance of the wall (plumbness from top to bottom) shall not exceed 1/2 inch per eight feet, or one inch total, which ever is the lesser, measured from the face line shown on the plans.

e.  **Placement of Reinforcements:** Bending of reinforcements in the horizontal plane that results in a permanent deformation in their alignment shall not be allowed. Gradual bending in the vertical direction that does not result in permanent deformations is allowable.

Connection of reinforcements to piles or bending of reinforcements around piles shall not be allowed. A structural connection (yoke) from the wall panel to the reinforcement shall be used whenever it is necessary to avoid cutting or excessive skewing of reinforcements due to pile or utility conflicts.

Soil reinforcements shall be placed normal to the face of the wall, unless otherwise shown on the plans.

f.  **Backfill Placement:** Backfill placement shall closely follow erection of each course of panels. Backfill shall be placed in such a manner as to avoid any damage or disturbance to the wall materials or misalignment of the facing panels. Any wall materials which become damaged or disturbed during backfill placement shall be either removed and replaced at the Contractor's expense or corrected, as directed by the Engineer. Any backfill material placed within the reinforced soil mass which does not meet the requirements of this specification shall be corrected or removed and replaced at the Contractor's expense.

Backfill shall be compacted to 95 percent of the maximum density as determined by AASHTO T-99, Method C or D (with oversize correction, as outlined in Note 7).

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The moisture content of the backfill material prior to and during compaction shall be uniform throughout each layer. Backfill material shall have a placement moisture content less than or equal to the optimum moisture content. Backfill material with a placement moisture content in excess of the optimum moisture content shall be removed and reworked until the moisture content is uniform and acceptable throughout the entire lift. The optimum moisture content shall be determined in accordance with AASHTO T-99, Method C or D (with oversize correction, as outlined in Note 7).

If 30 percent or more of the backfill material is greater than 3/4 inch in size, AASHTO T-99 is not applicable. For such a material, the acceptance criterion for control of compaction shall be either a minimum of 70 percent of the relative density of the material as determined by a method specification provided by the wall supplier, based on a test compaction section, which defines the type of equipment, lift thickness, number of passes of the specified equipment, and placement moisture content.

The maximum lift thickness after compaction shall not exceed ten inches, regardless of the vertical spacing between layers of soil reinforcements. The Contractor shall decrease this lift thickness, if necessary, to obtain the specified density. Prior to placement of the soil reinforcements, the backfill elevation at the face shall be level with the connection after compaction. From a point approximately three feet behind the back face of the panels to the free end of the soil reinforcements the backfill shall be two inches above the attachment device elevation unless otherwise shown on the plans.

For Retaining Wall (Site No. 28), placement and compaction of any lightweight material shall be in accordance with the contract item “Lightweight Fill”.

Compaction within three feet of the back face of the panels shall be achieved by at least three passes of a lightweight mechanical tamper, roller or vibratory system. The specified lift thickness shall be adjusted as warranted by the type of compaction equipment actually used. Care shall be exercised in the compaction process to avoid misalignment of the panels or damage to the attachment devices. Heavy compaction equipment shall not be used to compact backfill within three feet of the wall face.

At the end of each day's operation, the Contractor shall slope the last level of backfill away from the wall facing to direct runoff of rainwater away from the wall face. The Contractor shall control and divert runoff at the ends of the wall such that erosion or washout of the wall section does not occur. In addition, the Contractor shall not allow surface runoff from adjacent areas to enter the wall construction site.
**Method of Measurement:** This work will be paid for on a lump sum basis and will not be measured for payment.

**Basis of Payment:** This work will be paid for at the contract lump sum for “Retaining Wall (Site No. X)“, complete in place, which price shall include all work shown within the pay limits shown on the contract drawings for the retaining wall including but not limited to the following:

1. Design and construction of the proprietary retaining wall.  
   Construction of the cast-in-place sections of retaining wall at Site No. 28 (Wall 093-180-09-117).

2. Excavation required for the construction of the retaining wall.

3. Design and construction of temporary earth retaining systems to retain the existing facilities during construction.

4. The furnishing, placing and compacting of pervious structure backfill or lightweight fill within the payment lines.

5. The furnishing and placing of backfill drainage systems for the wall.

6. The furnishing and placing of rigid metal conduit, junction boxes, light standard anchorages, and other electrical appurtenances located within the wall proper.

7. Services of the On-Site Representative.

8. Any other work and materials shown on the plans for the retaining wall.

The price shall also include all materials, equipment, tools and labor incidental thereto.

If bedrock or boulders in excess of one cubic yard are encountered in the excavation, it shall be paid for under the item "Structure Excavation - Rock".

The cost and work for furnishing and installing fence on retaining walls and performing geotechnical monitoring for work performed under this Section are covered under separate special provisions.
Where shown on the drawings, architectural finish shall be provided as per the requirements of “Architectural Form Liner”.

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
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</thead>
<tbody>
<tr>
<td>Retaining Wall (Site No. X)</td>
<td>1's</td>
</tr>
</tbody>
</table>
ITEM #0916111A – NOISE BARRIER WALL (STRUCTURE)
ITEM #0916126A – NOISE BARRIER WALL
ITEM #0916219A – ROCK IN POLE EXCAVATION

Section 9.16 Noise Barrier Wall is hereby deleted in its entirety and replaced with the following:

Description: Work under this item shall consist of designing, fabricating, furnishing and erecting an absorptive noise barrier wall system in the locations shown on the plans.

Rock, in so far as it applies to "Rock in Pole Excavation," shall be defined as rock in definite ledge formation, boulders or portions of boulders, cement masonry structures, concrete structures or portland cement concrete pavement which has a cross-sectional area that exceeds 50% of the cross-sectional area of the designed noise barrier wall upright support hole.

Materials: The absorptive noise barrier wall shall be selected by the Contractor from the following noise barrier wall list:

| AcoustaCrete |
| Faddis Concrete Products |
| 1805 Horseshoe Pike |
| Honey Brook, Pennsylvania 19344 |
| www.faddis.com |
| Contact: Gary S. Figallo |
| (201) 888-1553 |
| gfigallo@faddis.com |

| Armtec - Durisol |
| 5 Rebecca Lane |
| Moodus, Connecticut 06469 |
| www.durisol.com |
| Contact: Eric Humphries |
| (860) 873-1737 |
| eric.humphries@Armtec.com |

The noise barrier walls shall have surface patterns and colors as indicated:
AcoustaCrete:

Main Panel
Pattern: None (Busway Face)
Fractured Vertical Rib (Outside Face)
Color: Tile Red

Caps & Facings:
Pattern: None
Color: Grey

Armtec – Durisol:

Main Panel
Pattern: Plain Flat (Busway Face)
Vertical Rib (Outside Face)
Color: Red Brick

Caps & Facings:
Pattern: Plain Flat
Color: Grey

The noise barrier walls shall have surface patterns as shown on the plans. Minor variations in the surface patterns are acceptable. The color of the wall shall be as specified on the plans. All the noise barrier walls selected shall be furnished from the same manufacturer and shall be of the same type, pattern and color.

The noise barrier wall shall be able to provide a minimum Sound Transmission Class (S.T.C.) rating of 34 measured by ASTM E90. The Noise Reduction Coefficient (N.R.C.) shall have a minimum rating of 0.70, as measured by ASTM C423 and E795.

Panels shall be fire-resistant in accordance with ASTM E84-94a, Class A and UL Flame Spread.

Concrete for the foundations shall have a minimum 28-day compressive strength, f’c, of 3000 psi and conform to the requirements of Article M.03.01.

Reinforcing steel shall conform to the requirements of Article M.06.01.

All steel components, including fasteners and anchor bolts, shall be completely hot-dip galvanized, after fabrication, in accordance with ASTM A123 or ASTM A153, as applicable. Zinc-rich field primer for touch up shall conform to the requirements of ASTM A780. The use of aerosol spray cans shall not be permitted.

Crushed Stone shall conform to Article M.01.01. Gradation may meet any table size from 3/8 inch to 2 inch.
Materials chosen for the noise barrier wall shall not be prone to developing openings or gaps. Galvanized steel posts used for the upright supports shall be free from warping, twisting, and bending as to cause the traffic noise barrier wall to become out of plumb.

The noise barrier wall panels shall be durable, U.V. resistant and flame retardant and they shall resist degradation from ozone, hydrocarbons and freeze/thaw cycling. Design of the noise barrier wall shall have a minimum 20-year life cycle free from excessive headlight or solar glare and visible deterioration.

**Construction Methods:** The noise barrier walls shall be designed in accordance with the AASHTO Guide Specifications for Structural Design of Sound Barriers (1989), including interim specifications dated 1992 and 2002. The proposed noise barrier wall shall be constructed no lower than to the top elevation as shown on the plans.

The Contractor shall prepare and submit six (6) sets of design calculations and working drawings for the noise barrier wall for review in accordance with Article 1.05.02 (2) prior to construction. The working drawings and design computations shall be sealed by a Professional Engineer licensed in the State of Connecticut, who shall also be available for consultation in interpreting his computations and drawings, and in the resolution of any problems which may occur during the performance of the work. Each working drawing must be sealed.

The working drawings shall include, but not be limited to, the following information:

1. Specifications for all materials used in the construction of the wall system.
2. Certifications that the panels meet the requirements for STC, NRC and Fire Resistance as noted above.
3. The detail of the pattern, color, and texture of the proposed noise barrier wall.
4. Elevations of the finished top and bottom of the noise barrier wall panels at all locations.
5. Details and calculations for foundations when the noise barrier wall is installed in soil (if required).
6. Details and calculations for foundations when the noise barrier wall is installed in rock (if required).
7. Details and calculations for foundations when the noise barrier wall is installed partially in soil and partially in rock (if required).
8. Show and field verify any existing drainage systems and/or utilities which are shown on the plans. Detail methods of protection of the existing facilities during the construction of the noise barrier wall.
9. Show any proposed drainage systems or other appurtenances which are shown on the plans. Detail methods of constructing the noise barrier wall in the vicinity of the proposed systems.
10. For noise barrier walls installed on grade, show details of crushed stone placed adjacent to and under the wall panels that allow for overland drainage to pass.
11. Allowable fabrication tolerances for wall panels and posts.
12. Allowable installation tolerances for posts including horizontal spacing and allowable variations from plumb.
13. Proposed coordinates for each post.
14. For noise barrier walls constructed on grade, include the following:
   a. Details of stepped installations on longitudinal slopes.
   b. Typical cross section of wall for expected grading scenarios.
   c. Details/methods of changing wall direction (angle point)
   d. Details of excavating holes for foundations including drilling and dewatering methods.
15. For noise barrier walls constructed on top of structures, the structures have been designed to resist the forces induced on the structures by the noise barrier wall; therefore, no analysis of the supporting structure is required. Submit details and calculations for the connection of the noise barrier wall to the supporting structure that include the following items:
   a. Details of anchorage of the posts onto the structure including anchor rods within the structure.
   b. Allowable tolerances for the spacing of anchor rods including local spacing of rods within a group, and spacing between groups of anchor rods.
   c. Design and details of supplemental reinforcing required in the supporting structure at the connection points.
   d. Details and methods for matching the grade of the wall top with the noise barrier wall panels in order to eliminate gaps.
17. Design and details of any temporary falsework required to support the components during construction.

For noise barrier walls installed on grade, the posts shall be set in concrete in predrilled holes unless alternate methods are proposed by the noise barrier wall designer. The concrete shall fill the bore to the full depth of hole and shall be crowned at the top for drainage. The drilled hole shall be reasonably true and plumb to the stated diameter and depth. Precautions shall be taken in the operational procedures to protect the hole from collapse. Should rock or other obstructions be encountered in making the hole, this material shall be removed and any space outside the designed pier diameter shall be replaced with concrete. The concrete shall be placed in the dry, against the existing soil or rock. All disturbed material around the concrete shall be compacted. All ground beyond the gravel or stone limits disturbed by the installation of the wall shall be restored to its original condition and all excess material removed from the site.

For noise barrier walls constructed on grade, a small gap shall be provided between the bottom of the noise barrier and finished grade (as possible) that will allow overland drainage to pass from one side of the wall to the other. This gap will be filled with crushed stone. The limits of the crushed stone shall extend a minimum of 12 inches beyond each panel face on a lateral plane and to a minimum depth of 2 inches above the bottom of the barrier wall panels. The maximum allowable gap shall be 4 inches.
Selective clearing and thinning shall conform to the requirements of Article 9.52.03.

The posts shall be installed plumb in both the longitudinal direction and the transverse direction.

The Contractor shall be responsible for ensuring a completed sound barrier system free of discoloration, cracks or objectionable marks which may adversely affect the barriers’ performance or serviceability as determined by the Engineer. Damaged components shall be replaced at the Contractor’s expense.

All structurally-cracked panels, as determined by the Engineer, will be rejected either at the fabrication shop or the construction site, even after installation, but prior to acceptance of the project.

Variation in color or shading from panel to panel, as determined by the Engineer, will not be acceptable.

The Contractor shall supply 25 gallons of matching color paint or stain to repair damage from vandalism. The Contractor shall deliver and unload the materials at the recommended D.O.T. Maintenance Facility. The matching color paint or stain shall be supplied along with the supplier name and a color identification number.

**Method of Measurement:** The Noise Barrier Wall (Structure) and Noise Barrier Wall shall be measured for payment by the number of square feet of noise barrier wall completed and accepted within the limits indicated on the plans or as ordered by the Engineer. The horizontal pay limit shall be from center to center of each vertical pier, post or column supporting the wall. The vertical pay limit shall be from the finished ground elevation, prior to placement of crushed stone or from the top of the supporting structure, measured at the center of the panel, to the top of the wall. Each span between columns shall be measured for payment separately, as stepping may be required.

Where rock is encountered, it will be measured for payment from the top of the rock to the bottom of the necessary rock excavation.

Matching color paint or stain shall not be measured for payment but included in the price for noise barrier wall.

**Basis of Payment:** Payment for this work will be made at the contract unit price per square foot for “Noise Barrier Wall” and “Noise Barrier Wall (Structure)” complete in place, which price shall include engineering, all materials including crushed stone, foundation, and materials for the fabrication and installation of the post and panel wall itself, grading, disposal of surplus material, equipment, tools, labor and work incidental to the installation of the wall.

Payment shall also include the pigmentation of the wall and special coatings.
The field verification and protection of existing drainage systems and utilities will not be measured for payment but shall be included in the cost of the noise barrier wall item.

When rock is encountered within the limits of excavation for vertical supports, its removal will be paid for at the contract unit price per vertical foot for "Rock in Pole Excavation," which price shall include any additional excavation to remove the rock and any additional concrete required to fill the excavation beyond the designed pier hole diameter or depth.

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
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<tr>
<td>Noise Barrier Wall (Structure)</td>
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<tr>
<td>Noise Barrier Wall</td>
<td>s.f.</td>
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<tr>
<td>Rock in Pole Excavation</td>
<td>v.f.</td>
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ITEM # 0969202A – CLASS B OFFICE

Description: Under this item, office quarters will be located, leased, built out and furnished by the Contractor, for the use of CTDOT and other personnel engaged in the New Britain-Hartford Busway Program. The Class B Office shall be located convenient to the Busway corridor at a location approved by the Engineer.

It shall be separated from any office occupied by the Contractor. The Class B Office shall conform to the standards for Class B office space and shall be approved by the Engineer. It shall provide a minimum of 6,000 square feet of floor space and shall be built out as shown on a building floor plan as provided by the Engineer. Specific details and requirements of the office space, build out, furnishings, equipment, building services including security and maintenance shall be as specified by the Engineer.

The lease shall be transferable and renewable so that the Class B Office can be maintained for the duration of the program or as determined by the Engineer.

Prior to leasing, build out and furnishing any office space under this Item, the Contractor shall obtain and submit to the Engineer a minimum of three quotes conforming to the requirements in Appendix A. The Contractor shall submit quotes to the State within 10 days of Award of the Contract. The Engineer will review the quotes submitted and respond in writing within 10 days of receipt of the quotes.

Method of Measurement: The sum of the money shown on the estimate and in the itemized proposal as "Estimated Cost" for this work will be considered the bid price even though payment will be made only for the actual costs incurred for the Class B Office. The estimated cost figure is not to be altered in any manner by the bidder. Should the bidder alter the amount shown, the altered figures will be disregarded, and the original price will be used to determine the total bid for the contract.

Basis of Payment: The item "Furnish Class B Office" shall be paid for in accordance with Section 1.09. The Administrative Expense specified in subparagraph (e) shall be limited to 5% on the cost of the lease.
APPENDIX A

I. INTRODUCTION

The State of Connecticut, Department of Transportation (State) will accept lease proposals/site offerings from property owners (Owner) or their representative(s) to lease usable office space with on-site, reserved, paved and lighted parking for vehicles for use and occupancy by the Department of Transportation and its consultants for a term of three (3) years, with one (1) or two (2) six (6) month renewal options. The term of the lease will start on or about March 1, 2012. Offers from option holders cannot be considered. The premises must be accessible to handicapped individuals and public transportation. Preference will be given to proponents offering renewal options.

II. SPACE REQUIREMENTS

A. Minimum Net Usable Office Space: The State will require the following minimum square feet of net usable office space as part of the lease. The space provided shall have a minimum ceiling height of 8 feet. The Owner shall describe in the proposal response how they will provide each of these requirements.

   1. The State will require a base amount of 6,000 square feet of net usable office space.

B. Minimum Number of Parking Spaces: The State will require the following minimum number of on-site, paved and lighted parking spaces as part of the lease agreement. The owner shall describe in the proposal response how they will provide each of these requirements.

   1. The State will require thirty (30) reserved parking spaces as described above plus parking capacity at the building for an additional twenty (20) visitors.

   2. Handicapped accessible parking spaces, as required by State and local ordinances, shall not be included in the calculation of the number of parking spaces provided to the State under this requirement.

C. Location: The office space shall be located within close proximity to the Busway corridor. The office space shall be located no more than one (1) mile from the Project Site.

III. OFFICE RENOVATIONS

As part of the lease agreement, and included in the square foot price, the owner shall improve the area to be occupied by the State to provide the following base requirements:

A. Suitable office space to a minimum of Class B Office standards, for the purpose of conducting consulting engineering practice.

B. The space shall be furnished with new carpeting, paint, and window treatments.

C. The space shall provide a minimum of twenty (20) offices. Offices shall be approximately 160 square feet each and each shall be provided with a door.

D. The space shall provide a minimum of two (2) common room suitable for a minimum of 10 cubicles per room.

E. The space shall provide a minimum of three conference rooms with one approximately 500 square feet and others approximately 200 square feet each.
F. The space shall provide a kitchenette area with a countertop area including a sink, with outlets for microwave and refrigerator. Area shall be approximately 150 square feet.

G. The space shall provide a minimum of one computer server storage rooms with a minimum of 100 square feet each. Server storage rooms shall be fireproof, air-conditioned and supplied with locking doors and dedicated electrical outlets.

The owner shall coordinate with appropriate individuals within the State to ensure desired work is in accordance with State’s needs. The owner will be responsible for preparing and furnishing drawings and specifications for the improvements, ensuring their compliance with all governing federal, state, and municipal laws, ordinances, rules, regulations, and orders relative to property, environmental, and health and safety matters as part of the improvements. The base renovations shall be completed no later than 4 weeks after the signing of the lease.

IV. ADDITIONAL LEASE CONDITIONS

A. Quotes: Quotes provided shall include a price per square meter for leasing the base space amount, including the base renovations listed herein. Additional prices shall be provided for the two options to lease additional space specified herein, including the base renovations listed herein.

B. Transfers: The lease holder shall be a construction Contractor currently retained by the State to perform work under a current State Construction Project. The lease shall be transferable to subsequent construction Contractors retained by the State, as required. The tenant, the State of Connecticut and its consultants, will remain as the tenant for the duration of the lease. The timing and number of the transfers of the lease shall vary.

C. Security Deposit: The owner shall not request a security deposit as a condition of the lease.

D. Increases: Any yearly percentage increases in the square foot price shall be specified as part of the proposal submitted.

E. Utility Costs: Utility costs shall be included in the square foot price. For any utility cost not included in the square foot price (electricity, HVAC, water, etc.) the owner shall provide estimated costs per square foot based on past history for the building or space proposed.

V. SECURITY REQUIREMENTS

A. The office space provided shall be located within a building with a 24 hour, full-time security system. The space provided to the State shall be provided within a separate zone of this system so as to allow the zone to be activated/deactivated at the States discretion.

B. The building shall be provided with a security guard at the main entrance to the building. The guard shall be present during normal business hours, with a minimum of 8 a.m. to 4 p.m. Monday through Friday, with the exception of holidays.

C. The State and its consultants shall have access to the space 24 hours a day, 7 days a week, 365 day per year, including holidays.

VI. BUILDING MAINTENANCE/OPERATIONS

A. The owner shall provide all required building operation activities and services, including repairs and maintenance (including preventative).

B. The owner shall provide building custodial services and cleaning to include a high standard of cleanliness, including rubbish removal and recycling (in accordance with State regulations).
C. The owner shall provide parking allocation and control, as well as snow and ice removal.

D. The owner shall assure compliance with all health and safety related issues such as, but not necessarily limited to, building code requirements, fire code requirements, OSHA requirements, indoor air quality issues, and general building occupant safety, including conducting fire drills and developing, posting, and training occupants concerning building evacuation plans.

E. Restrooms made available to tenants under the lease shall meet current Americans with Disabilities Act (ADA) code requirements and not be grandfathered under the code.

F. The owner shall provide a plan for ensuring compliance with Connecticut Public Act 07-124, “An Act Concerning the Inspection and Evaluation of Air Quality in State Buildings”.

G. The owner shall provide as part of the proposal a description of the elevators within the building available for tenant use.

H. The owner shall provide as part of the proposal a description of the telecommunications currently provided to the building.

I. Electrical service requirements: Electricity Service provided to the premises will be no less than six watts per square foot (exclusive of electrical capacity needed to service base building HVAC). Electrical service shall be a minimum of 120/240 volt, 1 phase, 3 wire.

J. HVAC requirements: Heating, ventilation, and air conditioning (“HVAC”) will be provided as required for the comfortable use and occupancy of the premises during normal business hours, which, at a minimum, shall be from 6:00 a.m. to 7:00 p.m., Monday through Friday and 9:00 a.m. to 3:00 p.m. on Saturday. Landlord shall provide HVAC to the premises during non-business hours at Tenant’s request at the standard building overtime charge (to be apportioned between all tenants requesting such excess HVAC for such times services by the same HVAC units) based on rentable square feet. At all times when HVAC is to be provided under this lease, the HVAC system provided shall be sufficient to maintain conditions in the premises to not more than 25°C (78°F) during warmer seasons nor less than 20°C (69°F) in colder seasons.

K. Lighting: All lighting shall be in working order and shall be sufficient to provide a minimum of 1075 lux (107 foot-candles) at desk level height.
ITEM #0969205A – CLASS B OFFICE SUPPLIES (MONTH)

Description: Under this item, the Contractor will provide supplies and furnishings for the Class B Office quarters used by ConnDOT and other personnel engaged in the New Britain-Hartford Busway Program for the duration of the project.

Supplies and furnishings for the Class B Office shall be provided for the duration of the contract.

Materials: Materials shall be in like new condition for the purpose intended and shall be approved by the Engineer.

Office Requirements:

The Contractor shall provide the following additional supplies, equipment, facilities, and/or services at the Class B Office on this contract to include at least the following to the satisfaction of the Engineer:

35   - Office desks (30” by 60”) with drawers, locks, and matching high-back desk chairs that have pneumatic seat height adjustment and dual wheel casters on the legs or base.
60   - Office Chairs
2    - Standard secretarial type desk and matching desk chair that has pneumatic seat height adjustment and dual wheel casters on the legs or base.
1    - Conference table, 44in x 20 ft (nominal).
2    - Conference table, 44in x 8 ft (nominal).
40   - Conference table chairs, medium back padded, swiveling with casters.
8    - Fire resistant cabinets (letter size/4 drawer), locking.
4    - Non-fire resistant cabinets (letter size/4 drawer), locking.
4    - Drafting, type tables each 3 ft x 6 ft, self-supported.
4    - Drafters’ stools.
2    - Flat file (4/drawers).
1    - Heavy Duty Stapler, capable of 160 sheets, minimum
1    - Heavy Duty 3 hole punch
1    - Multifunction color copier/scanner/facsimile/printer machine with auto document feeder and sorter/stapler. All supplies, paper and maintenance shall be provided by the Contractor. Specified below under Computer Hardware and Software.
36   - Personal computer tables - 4 ft x 2.5 ft size and quality for the purpose intended.
1    - Hot and cold water dispensing unit and supply of cups and bottled water shall be supplied by the Contractor for the duration of the project.
2    - Electronic office type printing calculators capable of addition, subtraction, multiplication and division with memory and a supply of printing paper.
2    - “POD” style conference room telephone. (I.e. Polycom VoiceStation 300 Conferencer)
38   - Desktop computer systems as specified below under Computer Hardware and Software.
4    - Black and White Laser printers and supplies as specified below under Computer Hardware and Software.
2 - Color Laser printer and supplies as specified below under Computer Hardware and Software
1 - SMART Board 885ix interactive whiteboard system with speakers (includes an interactive white board and projector) or equivalent. Including all necessary software and installation accessories as needed.
6 - Digital Camera and supplies as specified below under Computer Hardware and Software.
37 - Wastebaskets - two 30 gal and thirty five 5 gal.
37 - Recycling Bins. (two large, thirty five 5 gal)
1 - Cross-cut paper shredder, commercial grade.
2 - Electric pencil sharpeners.
5 - Wall clocks.
* - Fire extinguishers - provide and install type and number to meet applicable State and local codes for size of office indicated, including a fire extinguisher suitable for use on a computer terminal fire.
1 - First Aid kit.
8 - Tables - 3 ft x 6 ft.
15 - Cubicles - 6 ft x 6 ft, soundproof type, portable and freestanding.
5 - Vertical plan racks for 2 sets of 2 ft x 3 ft plans for each rack.
2 - Double door supply cabinet with 4 shelves and a lock - 6 ft x 4 ft.
2 - Easel/Chalkboard
37 - Open bookcases - 3 shelf - 3 ft long.
5 - Infrared Thermometer, including certified calibration, case, cleaning wipes.
3 - Concrete Air Meter as specified below under Concrete Testing Equipment.
3 - Concrete Slump Cone as specified below under Concrete Testing Equipment.
1 - The latest version of Primavera Contractor software (deluxe version or equivalent, capable of servicing 2000 or more activities) with associated data pack, including Oracle technical support for the duration of the Contract, licensed to ConnDOT. The software is to remain the property of the Engineer at the conclusion of the Contract.
1 - Set of the following building and fire codes, consistent with the Contract Documents, to remain the property of the Engineer at the conclusion of the Contract:
International Building Code with the State Building Code, including latest Connecticut Supplement.
International Plumbing Code
International Mechanical Code
International Existing Building Code
International Energy Conservation Code
NFPA 70 National Electric Code
ICC/ANSI A117.1
The Fire Safety Code, including latest Connecticut Supplement
International Fire Code
NFPA 1 Uniform Fire Code
NFPA 101 Life Safety Code
“Americans with Disabilities Act Accessibility Guidelines”
1 - Set of the following Means books, updated throughout the Contract life, to remain the property of the Engineer at the conclusion of the Contract:

ITEM #0969205A
The furnishings and equipment required herein, except as noted above, shall remain the property of the Contractor. Any supplies required to maintain or operate the above listed equipment or furnishings shall be provided by the Contractor for the duration of the project.

Computer Hardware and Software:

Before ordering the computer hardware and software, the Contractor must provide a copy of their proposed PC specifications to the CDOT Project Engineer for review by the CDOT Data Center. If the specification meets or exceeds the minimum specifications listed below, then the Contractor will be notified that the order may be placed.

Before any equipment is delivered to the Data Center, arrangements must be made a minimum of 24 hours in advance by contacting 860-594-3500. All software, hardware and licenses listed below shall be clearly labeled, specifying the (1) Project No., (2) Contractor Name, (3) Project Engineer’s Name and (4) Project Engineer’s Phone No., and shall be delivered to the CDOT Data Center, 2710 Berlin Turnpike, Newington, CT, where it will be configured and prepared for field installation. Installation will then be coordinated with field personnel and the computer system specified will be stationed in the Department’s project field office.

The computer system furnished shall have all software and hardware necessary for the complete installation of the latest versions of the software listed, and therefore supplements the minimum specifications below. The Engineer reserves the right to expand or relax the specification to adapt to the software and hardware limitations and availability, the compatibility with current agency systems, and to provide the Department with a computer system that can handle the needs of the project. This requirement is to ensure that the rapid changing environment that computer systems have experienced does not leave the needs of the project orphan to what has been specified. There will not be any price adjustment due to the change in the minimum system requirements.

The Contractor shall provide the Engineer with a licensed copy registered in the Department’s name of the latest versions of the software listed and maintain customer support services offered by each software producer for the duration of the Contract. The Contractor shall deliver to the Engineer all supporting documentation for the software and hardware including any instructions or manuals. The Contractor shall provide original backup media for the software.

The Contractor shall provide the computer system with all required maintenance and repairs (including labor and parts) throughout the Contract life.

Once the Contract has been completed, the computer will remain the property of the Contractor. Prior to the return of any computer(s) to the Contractor, field personnel will coordinate with the
Data Center personnel for the removal of Department owned equipment, software, data, and associated equipment.

A) Computer – Minimum Specification:
   - Processor – Intel® Core 2 Duo Processor (2.00 GHz, 800 MHz FSB 2MB L2 Cache)
   - Memory – 2 GB DIMM DDR2 667MHz.
   - Monitor – Dual 24.0 inch LCD color monitors.
   - Graphics – Intel Graphics Media Accelerator 3100 or equivalent.
   - Hard Drive – 160 GB Ultra ATA hard drive (Western Digital, IBM or Seagate).
   - Floppy Drive – 3.5 inch 1.44MB diskette drive.
   - Multimedia Package – Integrated Sound Blaster Compatible AC97 Sound and speakers.
   - Case – Small Form or Mid Tower, capable of vertical or horizontal orientation.
   - Integrated Network Adapter – comparable to 3COM PCI 10/100 twisted pair Ethernet.
   - Keyboard – 104+ Keyboard.
   - Mouse – Optical 2-button mouse with scroll wheel.
   - Additional Software (Latest Releases, including subscription services for the life of the Contract. –
     - Norton Anti-Virus and CD/DVD burning software (ROXIO or NERO),
     - Adobe Acrobat Professional
     - See exceptions noted above for Primavera Contractor and other additional software
     - Resource or Driver CD/DVD – CD/DVD with all drivers and resource information so that computer can be restored to original prior to shipment back to the contractor.
   - Uninterrupted power supply – APC Back-UPS 500VA.

Note A1: All hardware components must be installed before delivery. All software documentation and CD-ROMs/DVD for Microsoft Windows XP Professional, Microsoft Office 2007 Professional Edition, and other software required software must be provided. Computer Brands are limited to Dell, Gateway and HP brands only. No other brands will be accepted. The ConnDOT Project Engineer will provide the Contractor with a copy of the current PC specifications and approved printer list as soon as possible after the contract is awarded.

Note A2: As of June 30, 2008, Microsoft will no longer distribute Windows XP for retail sale, although the date for specific computer manufacturers may be different. Please consult your manufacturer for details. The Department still requires Windows XP on all PCs. Microsoft has stated that any PCs that are purchased with either Windows Vista Business, or Vista Ultimate are automatically entitled to “downgrade rights”, which allow the PC to be rolled back to Windows XP. Please consult the specific manufacturer for details on downgrading new PCs to Microsoft Windows XP after June 30, 2008.
B) Black and White Laser Printer – Minimum Specification:
   - Print speed – 35 ppm.
   - Resolution – 1,200 x 1,200 dpi.
   - Paper size – Up to 216 mm x 355 mm (8.5 in x 14 in).
   - RAM – 128 MB.
   - Print Drivers – Must support HP PCL6 and HP PCL5e.
   - Printer cable – 1.8 m (6 ft).
   - Capable of automatic duplex printing (two-sided)

   Note B1: Laser printer brand is limited to Hewlett-Packard only. The CTDOT Project Engineer will provide the Contractor with a copy of the current PC specifications and approved printer list as soon as possible after the contract is awarded.

C) Color Laser Printer – Minimum Specification:
   - Print speed – 17 ppm.
   - Resolution – 600 x 600 dpi.
   - Paper size – Up to 216 mm x 355 mm (8.5 in x 14 in).
   - RAM – 64MB.
   - Print Drivers – Must support HP PCL6 and HP PCL5e.
   - Printer cable – 1.8 m (6 ft).
   - Capable of duplex printing (two-sided)

   Note C1: Color Laser printer brands is limited to Hewlett-Packard only. The ConnDOT Project Engineer will provide the Contractor with a copy of the current PC specifications and approved printer list as soon as possible after the contract is awarded.

D) Multifunction color copier/scanner/facsimile/printer machine:
   - Copy speed – 20 ppm.
   - Resolution – 600 x 600 dpi.
   - Paper size – Up to 12 in x 18 in
   - Print Drivers – Must support HP PCL6 and HP PCL5e.
   - Printer cable – 1.8 m (6 ft).
   - Capable of duplex printing (two-sided)

   Note D1: Multifunction brands are limited to Savin only. The ConnDOT Project Engineer will provide the Contractor with a copy of the current PC specifications and approved printer list as soon as possible after the contract is awarded.

E) Digital Camera – Minimum Specification:
   - Optical – 5 mega pixel, with 3x optical zoom.
   - Memory – 2 GB.
   - Features – Date/time stamp feature.
   - Connectivity – USB cable or memory card reader.
   - Software – Must be compatible with Windows XP and Vista.
   - Power – Rechargeable battery and charger.
The Contractor is responsible for service and repairs to all computer hardware. All repairs must be performed within 48 hours. If the repairs require more than a 48 hours then a replacement must be provided. All supplies, paper and maintenance for the computers, laptops, printers, copiers, and fax machines shall be provided by the Contractor.

**Concrete Testing Equipment:** If the Contract includes items that require compressive strength cylinders for concrete, in accordance with the Schedule of Minimum Testing Requirements for Sampling Materials for Test, the Contractor shall provide the following. All testing equipment will remain the property of the Contractor at the completion of the project.

A) Concrete Cylinder Curing Box – meeting the requirements of Section 6.12 of the Standard Specifications.

B) Air Meter – The air meter provided shall be in good working order and will meet the requirements of AASHTO T 152.

C) Slump Cone Mold – Slump cone, base plate, and tamping rod shall be provided in like-new condition and meet the requirements of AASHTO T119, Standard Test Method for Slump of Hydraulic-Cement Concrete.

**Insurance Policy:** The Contractor shall provide a separate insurance policy, with no deductible, in the amount of forty thousand dollars ($40,000.00), in order to insure all State-owned data equipment and supplies used in the office, against all losses. The Contractor shall be named insured on that policy, and the Department shall be an additional named insured on the policy. These losses shall include, but not be limited to: theft, fire, and physical damage. The Department will be responsible for all maintenance costs of Department owned computer hardware. In the event of loss, the Contractor shall provide replacement equipment in accordance with current Department equipment specifications, within seven days of notice of the loss. If the Contractor is unable to provide the required replacement equipment within seven days, the Department may provide replacement equipment and deduct the cost of the equipment from monies due or which may become due the Contractor under the contract or under any other contract. The Contractor's financial liability under this paragraph shall be limited to the amount of the insurance coverage required by this paragraph. If the cost of equipment replacement required by this paragraph should exceed the required amount of the insurance coverage, the Department will reimburse the Contractor for replacement costs exceeding the amount of the required coverage.

**Method of Measurement:** The providing of supplies and furnishings for the Class B Office will be measured for payment by the number of calendar months that supplies and furnishing are provided to the Class B Office under this contract, measured to the nearest month.
**Basis of Payment:** The providing of supplies and furnishings for the Class B Office will be paid at the listed unit price per month for “Class B Office Supplies (Month)”, which price shall include all material, equipment, labor, and work incidental thereto.

Any items not covered under this provision required for the operation of the Class B Office will be paid for as Extra Work as defined under Section 1.09.

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
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<tbody>
<tr>
<td>Class B Office Supplies (Month)</td>
<td>Month</td>
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ITEM #0969205A
General Decision Number: CT100001 10/14/2011 CT1
Superseded General Decision Number: CT20080001
State: Connecticut
Construction Type: Highway

HIGHWAY CONSTRUCTION PROJECTS

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<th>Publication Date</th>
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<tr>
<td>18</td>
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BRCT0001-004 10/03/2011

BRICKLAYER
BRICKLAYERS, CEMENT MASONS, CEMENT FINISHERS,
PLASTERERS AND STONE MASONS.$ 32.50 23.55

CARP0024-006 05/02/2011
LITCHFIELD COUNTY
Harwinton, Plymouth, Thomaston, Watertown

MIDDLESEX COUNTY
NEW HAVEN COUNTY
Beacon Falls, Bethany, Branford, Cheshire, East Haven,
Guilford, Hamden. Madison, Meriden, Middlebury, Naugatuck, New
Haven, North Branford, North Haven, Orange (east of Orange
Center Road and north of Route 1, and north of Route 1 and east
of the Oyster River), Prospect, Southbury, Wallingford,
Waterbury, West Haven, Wolcott, Woodbridge

TOLLAND COUNTY
Andover, Columbia, Coventry, Hebron, Mansfield, Union,
Willington

WINDHAM COUNTY

Carpenters:
Carpenters, Piledrivers.....$ 29.11 20.29
Diver Tenders.............$ 29.11 20.29
Divers....................$ 37.57 20.29

CARP0043-004 05/02/2011

Carpenters: (TOLLAND COUNTY
Bolton, Ellington, Somers,
Tolland, Vernon)
CARPENTERS, PILEDRIVERS.....$ 29.11 20.29
DIVER TENDERS.............$ 29.11 20.29
DIVERS....................$ 37.57 20.29
Rates Fringes

Carpenters:
- CARPENTERS, PILEDRIVERS... $29.11 20.29
- DIVER TENDERS.............. $29.11 20.29
- DIVERS..................... $37.57 20.29

FAIRFIELD COUNTY
Bethel, Bridgeport, Brookfield, Danbury, Darien, Easton, Fairfield, Greenwich, Monroe, New Canaan, New Fairfield, Newtown, Norwalk, Redding, Ridgefield, Shelton, Sherman, Stamford, Stratford, Trumbull, Weston, Westport, Wilton;

LITCHFIELD COUNTY
Barkhamstead, Bethlehem, Bridgewater, Canaan, Colebrook, Cornwall, Goshen, Kent, Litchfield, Morris, New Hartford, New Milford, Norfolk, North Canaan, Roxbury, Salisbury, Sharon, Torrington, Warren, Washington, Winchester, Woodbury;

NEW HAVEN COUNTY
Ansonia, Derby, Milford, Orange (west of Orange Center Road and south of Route 1 and west of the Oyster River), Oxford, Seymour;

Rates Fringes

Electricians:
FAIRFIELD COUNTY
- Darien, Greenwich, New Canaan, Stamford............. $44.75 30.42

ELEC0035-001 06/01/2011
Rates Fringes

Electricians:
MIDDLESEX COUNTY
(Cromwell, Middlefield, Middleton and Portland);
TOLLAND COUNTY; WINDHAM COUNTY.................... $36.40 21.31

ELEC0090-002 06/01/2011
Rates Fringes

Electricians:........................ $35.70 21.52
LITCHFIELD COUNTY
Plymouth Township;
MIIDDLESEX COUNTY
Chester, Clinton, Deep River, Durham, East Haddam, East Hampton, Essex, Haddam, Killingworth, Old Saybrook, Westbrook;

NEW HAVEN COUNTY
All Townships excluding Beacon Falls, Middlebury, Milford, Naugatuck, Oxford, Prospect, Seymour, Southbury, Waterbury and Wolcott.

* ELEC0488-002 06/01/2011
Rates Fringes

Electricians...................... $35.10 22.26
FAIRFIELD COUNTY
LITCHFIELD COUNTY
Except Plymouth;

NEW HAVEN COUNTY
Beacon Falls, Middlebury, Milford, Naugatuck, Oxford, Prospect, Seymour, Southbury, Waterbury and Wolcott

------------------

ENGI0478-001 05/07/2011

<table>
<thead>
<tr>
<th>Group</th>
<th>Rates</th>
<th>Fringes</th>
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<tr>
<td>Group 1</td>
<td>$35.05</td>
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<td>$34.73</td>
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<td>$29.43</td>
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<td>Group 15</td>
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<td>Group 16</td>
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<td>Group 17</td>
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<td>19.40</td>
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<tr>
<td>Group 18</td>
<td>$26.65</td>
<td>19.40</td>
</tr>
</tbody>
</table>

Hazardous waste premium $3.00 per hour over classified rate.

Crane with boom, including jib, 150 feet - $1.50 extra.
Crane with boom, including jib, 200 feet - $2.50 extra.
Crane with boom, including jib, 250 feet - $5.00 extra.
Crane with boom, including jib, 300 feet - $7.00 extra.
Crane with boom, including jib, 400 feet - $10.00 extra

a. PAID HOLIDAYS: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, provided the employee works 3 days during the week in which the holiday falls, if scheduled, and if scheduled, the working day before and the working day after the holiday.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Crane handling or erecting structural steel or stone, hoisting engineer (2 drums or over), front end loader (7 cubic yards or over), work boat 26 ft. and over.

GROUP 2: Cranes (100 ton capacity & over), Excavator over 2 cubic yards, piledriver ($3.00 premium when operator controls hammer).

GROUP 3: Excavator, cranes (under 100 ton rated capacity), gradall, master mechanic, hoisting engineer (all types of equipment where a drum and cable are used to hoist or drag material regardless of motive power or operation) Rubber Tire Excavator (drott 1085 or similar); Grader Operator; Bulldozer Fine Grade (slopes, shaping, laser or GPS, etc.)

GROUP 4: Trenching machines, lighter derrick, concrete finishing machine, CMI machine or similar, Koehring Loader (skooper).

GROUP 5: Specialty railroad equipment, asphalt spreader, asphalt reclaiming machine, line grider, concrete pumps, drills with self contained power units, boring machine, post hole digger, auger, pounder, well digger, milling machine (over 24' mandrel), side boom, combination hoe and loader, directional driller.

GROUP 6: Front end loader (3 cu. yds. up to 7 cu. yards), bulldozer (Rough grade dozer).

GROUP 7: Asphalt roller, concrete saws and cutters (ride on types), Vermeer concrete cutter, stump grinder, scraper,
snooper, skidder, milling machine (24" and under Mandrel).

GROUP 8: Mechanic, grease truck operator, hydoblaster, barrier mover, power stone spreader, welder, work boat under 26 ft. transfer machine.

GROUP 9: Front end loader (under 3 cubic yards), skid steer loader (regardless of attachments), bobcat or similar, forklift, power chipper, landscape equipment (including hydoseeder).

GROUP 10: Vibratory hammer, ice machine, diesel & air, hammer, etc.

GROUP 11: Conveyor, earth roller, power pavement breaker (whiphammer), robot demolition equipment.

GROUP 12: Wellpoint operator.


GROUP 14: Compressor battery operator.

GROUP 15: Power Safety boat, Vacuum truck, Zim mixer, Sweeper; (Minimum for any job requiring a CDL license).

GROUP 16: Elevator operator, tow motor operator (solid tire no rough terrain).

GROUP 17: Generator operator, compressor operator, pump operator, welding machine operator; Heater operator.

GROUP 18: Maintenance engineer.

IRON0015-002 06/28/2010

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ironworkers: (Reinforcing, Structural and Precast Concrete Erection) $ 33.00</td>
<td>26.58+a</td>
</tr>
</tbody>
</table>

a. PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.

LABO0056-003 04/03/2011

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>GROUP 1.........$ 25.75</td>
<td>15.60</td>
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<tr>
<td>GROUP 2.........$ 26.00</td>
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<td>GROUP 3.........$ 26.25</td>
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<td>GROUP 4.........$ 26.75</td>
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<td>GROUP 5.........$ 27.50</td>
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<td>GROUP 6.........$ 27.75</td>
<td>15.60</td>
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<tr>
<td>GROUP 7.........$ 16.00</td>
<td>15.60</td>
</tr>
</tbody>
</table>

LABORERS CLASSIFICATIONS

GROUP 1: Laborers (Unskilled), acetylene burner, concrete specialist

GROUP 2: Chain saw operators, fence and guard rail erectors, pneumatic tool operators and powdermen.

GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld), mason tenders/catch basin builders, asphalt rakers, air track operators, block paver and curb setter

GROUP 4: Asbestos/lead removal

GROUP 5: Blasters

GROUP 6: Toxic waste remover

GROUP 7: Traffic control signalman

PAIN0011-001 06/01/2011
<table>
<thead>
<tr>
<th>Painters:</th>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blast and Spray..................</td>
<td>$32.17</td>
<td>16.35</td>
</tr>
<tr>
<td>Brush and Roll...................</td>
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<tr>
<td>Tanks, Towers, Swing.............</td>
<td>$31.17</td>
<td>16.35</td>
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PAIN0011-003 06/01/2011

<table>
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<tr>
<th>Painters: (BRIDGE CONSTRUCTION)</th>
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<tbody>
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<td>Brush, Roller, Blasting (Sand, Water, etc.) Spray...</td>
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TEAM0064-001 04/03/2011

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<th>Truck drivers:</th>
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<tr>
<td>2 Axle Ready Mix..................</td>
<td>$27.98</td>
<td>15.71+a</td>
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<td>2 Axle................................</td>
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<td>15.71+a</td>
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<tr>
<td>3 Axle Ready Mix..................</td>
<td>$28.03</td>
<td>15.71+a</td>
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<tr>
<td>3 Axle................................</td>
<td>$27.98</td>
<td>15.71+a</td>
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<tr>
<td>4 Axle Ready Mix..................</td>
<td>$28.13</td>
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<td>4 Axle................................</td>
<td>$28.08</td>
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<tr>
<td>Heavy Duty Trailer 40 tons and over...</td>
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<td>Heavy Duty Trailer up to 40 tons.................................................................</td>
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<td>Specialized (Earth moving equipment other than conventional type on-the-road trucks and semi-trailers, including Euclids).............</td>
<td>$28.13</td>
<td>15.71+a</td>
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</table>

Hazardous waste removal work receives additional $1.25 per hour.

a. PAID HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and Good Friday, provided the employee has at least 31 calendar days of service and works the last scheduled day before and the first scheduled day after the holiday, unless excused.

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

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)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

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.

================================================================
END OF GENERAL DECISION
General Decision Number: CT100003 10/07/2011  CT3
Superseded General Decision Number: CT20080003
State: Connecticut
Construction Type: Highway
County: New London County in Connecticut.

HIGHWAY CONSTRUCTION PROJECTS

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* BRCT0001-003 10/03/2011

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<td>BRICKLAYER</td>
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<td>MASONS, CEMENT FINISHERS,</td>
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<tr>
<td>PLASTERERS, STONE MASONS…</td>
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CARP0024-002 05/02/2011

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<td>Diver Tenders</td>
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<td>Divers</td>
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ELEC0035-003 06/01/2011

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<td>Bozrah, Colchester,</td>
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<td>Franklin, Griswold,</td>
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<td>Lebanon, Ledyard,</td>
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<td>Lisbon, Montville,</td>
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<tr>
<td>North Stonington,</td>
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<td>Norwich, Preston,</td>
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<td>Salem, Sprague,</td>
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<tr>
<td>Stonington and Voluntown…</td>
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ELEC0090-003 06/01/2010

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ENGI0478-002 05/07/2011

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<tr>
<td>GROUP 1</td>
<td>$35.05</td>
<td>19.40+a</td>
</tr>
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</table>
GROUP  2....................$ 34.73          19.40+a
GROUP  3....................$ 33.99          19.40+a
GROUP  4....................$ 33.60          19.40+a
GROUP  5....................$ 33.01          19.40+a
GROUP  6....................$ 32.70          19.40+a
GROUP  7....................$ 32.36          19.40+a
GROUP  8....................$ 31.96          19.40+a
GROUP  9....................$ 31.53          19.40+a
GROUP 10....................$ 29.49          19.40+a
GROUP 11....................$ 29.49          19.40+a
GROUP 12....................$ 29.43          19.40+a
GROUP 13....................$ 30.96          19.40+a
GROUP 14....................$ 28.85          19.40+a
GROUP 15....................$ 28.54          19.40+a
GROUP 16....................$ 27.71          19.40+a
GROUP 17....................$ 27.30          19.40+a
GROUP 18....................$ 26.65          19.40+a

Hazardous waste premium $3.00 per hour over classified rate.

Crane with 150 ft. boom (including jib): $1.50 extra.
Crane with 200 ft. boom (including jib): $2.50 extra.
Crane with 250 ft. boom (including jib): $5.00 extra.
Crane with 300 ft. boom (including jib): $7.00 extra.
Crane with 400 ft. boom (including jib): $10.00 extra.

a. PAID HOLIDAYS: New Year’s Day, Good Friday, Memorial Day,
Independence Day, Labor Day, Thanksgiving Day and Christmas
Day, provided the employee works 3 days during the week in
which the holiday falls, if scheduled, and if scheduled,
the working day before and the working day after the
holiday.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Crane Handling or Erecting Structural Steel or
tone; Hoisting Engineer (2 drums or over); Front End Loader
(7 cubic yards or over) Work Boat 26 ft. & over.

GROUP 2: Cranes (100 ton rated capacity and over); Excavator
over 2 cubic yards; Piledriver ($3.00 premium when operator
controls hammer).

GROUP 3: Excavator; Cranes (under 100 ton rated capacity),
Gradall; Master Mechanic; Hoisting Engineer (all types of
equipment where a drum and cable are used to hoist or drag
material regardless of motive power of operation), Rubber
tire Excavator (Drott-1085 or similar); Grader Operator;
Bulldozer Fine Grade (slopes. shaping, laser or GPS, etc.)

GROUP 4: Trenching machines; Lighter Derrick; Concrete
Finishing Machine, cmi Machine or Similar; Koehring Loader
Skooper).

GROUP 5: Specialty Railroad Equipment; Asphalt Spreader;
Asphalt Reclaiming achine; Line Grinder; Concrete Pumps;
Drills with Self Contained Power Units; Boring Machine;
Post Hole Digger; Auger; Founder; Well Digger; Milling
Machine (over 24" Mandrell); Side Boom; Combination Hoe and
Loader; Directional Driller.

GROUP 6: Front End Loader (3 cu. yds. up to 7 cubic yards);
Bulldozer (Rough grade dozer).

GROUP 7: Asphalt Roller; Concrete Saws and Cutters (Ride on
Types); Vermeer Concrete Cutter; Stump Grinder; Scraper;
Snooper; Skidder; Milling Machine (24" and Under Mandrel).

GROUP 8: Mechanic; Grease Truck Operator; Hydroblaster;
Barrier Mover; Power Stone Spreader; Welder; Work Boat
Under 26 ft.; Transfer Machine.

GROUP 9: Front End Loader (under 3 cubic yards); Skid Steer
Loader (regardless of attachments); (Bobcat or similar);
Fork Lift; Power Chipper; Landscape Equipment (including
Hydroseeder).

GROUP 10: Vibratory Hammer, Ice Machine, Diesel and Air
Hammer, etc.

GROUP 11: Conveyor; Earth Roller; Power Pavement Breaker
(Whiphammer); Robot Demolition Equipment.

GROUP 12: Wellpoint Operator.

GROUP 13: Portable Asphalt Plant Operator; Portable Concrete Plant Operator; Portable Crusher Plant Operator.

GROUP 14: Compressor Battery Operator.

GROUP 15: Power Safety Boat; Vacuum Truck; Zim Mixer; Sweeper; (Minimum for any job requiring a CDL License)

GROUP 16: Elevator Operator; Tow Motor Operator (Solid Tire No Rough Terrain).

GROUP 17: Generator Operator; Compressor Operator; Pump Operator; Welding Machine Operator; Heater operator.

GROUP 18: Maintenance Engineer.

----------------------------------------------------------------

IRON0015-003 06/28/2010

Rates Fringes
Ironworkers: (Reinforcing & Structural)......................$ 33.00 26.58+a
a. PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.

----------------------------------------------------------------

LABO0056-003 04/03/2011

Rates Fringes
Laborers:
GROUP 1.....................$ 25.75 15.60
GROUP 2.....................$ 26.00 15.60
GROUP 3.....................$ 26.25 15.60
GROUP 4.....................$ 26.75 15.60
GROUP 5.....................$ 27.50 15.60
GROUP 6.....................$ 27.75 15.60
GROUP 7.....................$ 16.00 15.60

LABORERS CLASSIFICATIONS

GROUP 1: Laborers (Unskilled), acetylene burner, concrete specialist

GROUP 2: Chain saw operators, fence and guard rail erectors, pneumatic tool operators and powdermen.

GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld), mason tenders/catch basin builders, asphalt rakers, air track operators, block paver and curb setter

GROUP 4: Asbestos/lead removal

GROUP 5: Blasters

GROUP 6: Toxic waste remover

GROUP 7: Traffic control signalman

----------------------------------------------------------------

PAIN0011-002 06/01/2011

Rates Fringes
Painters:
Blast and Spray.............$ 32.17 16.35
Brush and Roll..............$ 29.17 16.35
Tanks, Towers, Swing........$ 31.17 16.35

----------------------------------------------------------------

PAIN0011-003 06/01/2011

Rates Fringes
Painters: (BRIDGE CONSTRUCTION)
Brush, Roller, Blasting (Sand, Water, etc.) Spray...$ 41.35 16.35
### TEAM0064-003 04/03/2011

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Truck drivers:</strong></td>
<td></td>
</tr>
<tr>
<td>2 Axle Ready Mix $27.98</td>
<td>15.71+a</td>
</tr>
<tr>
<td>2 Axle $27.88</td>
<td>15.71+a</td>
</tr>
<tr>
<td>3 Axle Ready Mix $28.03</td>
<td>15.71+a</td>
</tr>
<tr>
<td>3 Axle $27.98</td>
<td>15.71+a</td>
</tr>
<tr>
<td>4 Axle Ready Mix $28.13</td>
<td>15.71+a</td>
</tr>
<tr>
<td>4 Axle $28.08</td>
<td>15.71+a</td>
</tr>
<tr>
<td>Heavy Duty Trailer 40 tons and over $28.33</td>
<td>15.71+a</td>
</tr>
<tr>
<td>Heavy Duty Trailer up to 40 tons $28.08</td>
<td>15.71+a</td>
</tr>
<tr>
<td>Specialized (Earth moving equipment other than conventional type on-the-road trucks and semi-trailers, including Euclids) $28.13</td>
<td>15.71+a</td>
</tr>
</tbody>
</table>

Hazardous waste removal work receives additional $1.25 per hour.

a. **PAID HOLIDAYS:** New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and Good Friday, provided the employee has at least 31 calendar days of service and works the last scheduled day before and the first scheduled day after the holiday, unless excused.

---

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

---

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)).

---

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

---

**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.

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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.

================================================================
END OF GENERAL DECISION
General Decision Number: CT100004 10/14/2011 CT4
Superseded General Decision Number: CT20080004
State: Connecticut
Construction Type: Highway
County: Hartford County in Connecticut.

HIGHWAY CONSTRUCTION PROJECTS

<table>
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<th>Modification Number</th>
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BRCT0001-003 10/03/2011

<table>
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<tr>
<td>BRICKLAYER</td>
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<td>BRICKLAYERS, CEMENT MASONS, CEMENT FINISHERS, PLASTERERS, STONE MASONS</td>
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CARP0024-005 05/02/2011

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<tr>
<td>DIVER TENDERS</td>
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<td>DIVERS</td>
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CARP0043-003 05/02/2011

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<td>$29.11 20.29</td>
</tr>
<tr>
<td>DIVER TENDERS</td>
<td>$29.11 20.29</td>
</tr>
<tr>
<td>DIVERS</td>
<td>$37.57 20.29</td>
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ELEC0035-002 06/01/2011

<table>
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<tr>
<th>Rates</th>
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<tbody>
<tr>
<td>Electricians: Entire County, excluding Berlin, Bristol, Hartford, New Britain, Newington,</td>
<td></td>
</tr>
</tbody>
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Plainville and Southington..$ 36.40 21.31

ELEC0090-001 06/01/2010

Rates Fringes

Electricians:
Berlin, Bristol, New Britain, Newington, Plainville, Southington.....$ 35.20 20.51

* ELEC0488-004 06/01/2011

Rates Fringes

Electricians:....................$ 35.10 22.26

ENGI0478-002 05/07/2011

Rates Fringes

Power equipment operators:

GROUP 1.......................$ 35.05 19.40+a
GROUP 2.......................$ 34.73 19.40+a
GROUP 3.......................$ 33.99 19.40+a
GROUP 4.......................$ 33.60 19.40+a
GROUP 5.......................$ 33.01 19.40+a
GROUP 6.......................$ 32.70 19.40+a
GROUP 7.......................$ 32.36 19.40+a
GROUP 8.......................$ 31.96 19.40+a
GROUP 9.......................$ 31.53 19.40+a
GROUP 10.....................$ 29.49 19.40+a
GROUP 11.....................$ 29.49 19.40+a
GROUP 12.....................$ 29.43 19.40+a
GROUP 13.....................$ 30.96 19.40+a
GROUP 14.....................$ 28.85 19.40+a
GROUP 15.....................$ 28.54 19.40+a
GROUP 16.....................$ 27.71 19.40+a
GROUP 17.....................$ 27.30 19.40+a
GROUP 18.....................$ 26.65 19.40+a

Hazardous waste premium $3.00 per hour over classified rate.

Crane with 150 ft. boom (including jib): $1.50 extra.
Crane with 200 ft. boom (including jib): $2.50 extra.
Crane with 250 ft. boom (including jib): $5.00 extra.
Crane with 300 ft. boom (including jib): $7.00 extra.
Crane with 400 ft. boom (including jib): $10.00 extra.

a. PAID HOLIDAYS: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, provided the employee works 3 days during the week in which the holiday falls, if scheduled, and if scheduled, the working day before and the working day after the holiday.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Crane Handling or Erecting Structural Steel or tone; Hoisting Engineer (2 drums or over); Front End Loader (7 cubic yards or over) Work Boat 26 ft. & over.

GROUP 2: Cranes (100 ton rated capacity and over); Excavator over 2 cubic yards; Piledriver ($3.00 premium when operator controls hammer).

GROUP 3: Excavator; Cranes (under 100 ton rated capacity), Gradall; Master Mechanic; Hoisting Engineer (all types of equipment where a drum and cable are used to hoist or drag material regardless of motive power of operation), Rubber tire Excavator (Drott-1085 or similar); Grader Operator; Bulldozer Fine Grade (slopes. shaping, laser or GPS, etc.)

GROUP 4: Trenching machines; Lighter Derrick; Concrete Finishing Machine, cmi Machine or Similar; Koehring Loader Skooper).

GROUP 5: Specialty Railroad Equipment; Asphalt Spreader; Asphalt Reclaiming achine; Line Grinder; Concrete Pumps; Drills with Self Contained Power Units; Boring Machine; Post Hole Digger; Auger; Pounder; Well Digger; Milling

Machine (over 24" Mandrell); Side Boom; Combination Hoe and Loader; Directional Driller.

GROUP 6: Front End Loader (3 cu. yds. up to 7 cubic yards); Bulldozer (Rough grade dozer).

GROUP 7: Asphalt Roller; Concrete Saws and Cutters (Ride on Types); Vermeer Concrete Cutter; Stump Grinder; Scraper; Snooper; Skidder; Milling Machine (24' and Under Mandrel).

GROUP 8: Mechanic; Grease Truck Operator; Hydroblaster; Barrier Mover; Power Stone Spreader; Welder; Work Boat Under 26 ft.; Transfer Machine.

GROUP 9: Front End Loader (under 3 cubic yards); Skid Steer Loader (regardless of attachments); (Bobcat or similar); Fork Lift; Power Chipper; Landscape Equipment (including Hydoseeder).

GROUP 10: Vibratory Hammer, Ice Machine, Diesel and Air Hammer, etc.

GROUP 11: Conveyor; Earth Roller; Power Pavement Breaker (Whiphammer); Robot Demolition Equipment.

GROUP 12: Wellpoint Operator.

GROUP 13: Portable Asphalt Plant Operator; Portable Concrete Plant Operator; Portable Crusher Plant Operator.

GROUP 14: Compressor Battery Operator.

GROUP 15: Power Safety Boat; Vacuum Truck; Zim Mixer; Sweeper; (Minimum for any job requiring a CDL License)

GROUP 16: Elevator Operator; Tow Motor Operator (Solid Tire No Rough Terrain).

GROUP 17: Generator Operator; Compressor Operator; Pump Operator; Welding Machine Operator; Heater operator.

GROUP 18: Maintenance Engineer.

----------------------------------------------------------------
IRON0015-002 06/28/2010

Rates Fringes
Ironworkers: (Reinforcing, Structural and Precast Concrete Erection)...........$ 33.00 26.58+a

a. PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.

----------------------------------------------------------------
LABO0056-003 04/03/2011

Rates Fringes
Laborers:
GROUP 1 .......................$ 25.75 15.60
GROUP 2 .......................$ 26.00 15.60
GROUP 3 .......................$ 26.25 15.60
GROUP 4 .......................$ 26.75 15.60
GROUP 5 .......................$ 27.50 15.60
GROUP 6 .......................$ 27.75 15.60
GROUP 7 .......................$ 16.00 15.60

LABORERS CLASSIFICATIONS

GROUP 1: Laborers (Unskilled), acetylene burner, concrete specialist

GROUP 2: Chain saw operators, fence and guard rail erectors, pneumatic tool operators and powdermen.

GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld), mason tenders/catch basin builders, asphalt rakers, air track operators, block paver and curb setter

GROUP 4: Asbestos/lead removal
GROUP 5: Blasters
GROUP 6: Toxic waste remover
GROUP 7: Traffic control signalman

PAIN0011-003 06/01/2011

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
</table>
| Painters: (BRIDGE CONSTRUCTION)
  Brush, Roller, Blasting
  (Sand, Water, etc.) Spray... $41.35 | 16.35 |

PAIN0011-004 06/01/2011

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
</table>
| Painters:
  Blast and Spray............. $32.17 | 16.35 |
  Brush and Roll.............. $29.17 | 16.35 |
  Tanks, Towers, Swing........ $31.17 | 16.35 |

TEAM0064-005 04/03/2011

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
</table>
| Truck drivers:
  2 Axle Ready Mix............ $27.98 | 15.71+a |
  2 Axle...................... $27.88 | 15.71+a |
  3 Axle Ready Mix............ $28.03 | 15.71+a |
  3 Axle...................... $27.98 | 15.71+a |
  4 Axle Ready Mix............ $28.13 | 15.71+a |
  4 Axle...................... $28.08 | 15.71+a |
  Heavy Duty Trailer 40 tons and over............. $28.33 | 15.71+a |
  Heavy Duty Trailer up to 40 tons................ $28.08 | 15.71+a |
  Specialized (Earth moving equipment other than conventional type on-the-road trucks and semi-trailers, including Euclids)............. $28.13 | 15.71+a |

Hazardous waste removal work receives additional $1.25 per hour.

  a. PAID HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and Good Friday, provided the employee has at least 31 calendar days of service and works the last scheduled day before and the first scheduled day after the holiday, unless excused.

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

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)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

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.

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Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

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U.S. Department of Labor
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Washington, DC 20210

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

================================================================
END OF GENERAL DECISION
General Decision Number: CT100007 03/12/2010 CT7
Superseded General Decision Number: CT20080007

State: Connecticut
Construction Types: Heavy Dredging

HOPPER DREDGING CONSTRUCTION PROJECTS
Modification Number Publication Date
0 03/12/2010
SUCT1993-001 05/20/1993 Rates Fringes
Self-Propelled Hopper Dredge Drag Tenders..............$ 8.21

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

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)).

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Washington, DC 20210

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================================================================
END OF GENERAL DECISION
General Decision Number: CT100008 01/21/2011  CT8
Superseded General Decision Number: CT20080008
State: Connecticut
Construction Type: Heavy Dredging
Counties: Connecticut Statewide.

CONNECTICUT

ALL DREDGING, EXCEPT SELF-PROPELLED HOPPER DREDGES, ON THE
ATLANTIC OCEAN AND TRIBUTARY WATERS EMPTYING INTO THE ATLANTIC
OCEAN.

Modification Number     Publication Date
0              03/12/2010
1              07/16/2010
2              01/21/2011
* ENGI0025-001 10/01/2009

STATEWIDE

Rates          Fringes
Dredging:
CLASS A.................$ 32.89         8.05+a+b
CLASS B1...............$ 28.49         8.05+a+b
CLASS B2.................$ 26.84         8.05+a+b
CLASS C1(a)...............$ 25.55         8.05+a+b
CLASS C1..................$ 26.14         8.05+a+b
CLASS C2..................$ 25.29         8.05+a+b
CLASS D(a)...............$ 20.43         8.05+a+b
CLASS D...................$ 21.09         8.05+a+b

CLASSIFICATIONS:
CLASS A: Lead Dredgeman, Operator, Leverman, Licensed Tug Operator over 1000 HP
CLASS B1: Derrick Operator, Spider/Spill Barge Operator, Engineer, Electrician. Chief Welder, Cheif Mate, Fill Placer, Operator II, Maintenance Engineer, Licensed Boat Operator
CLASS C1: Mate, Drag Barge Operator, Steward, Assistant Fill Placer.
CLASS C1(a): Welder.
CLASS C2: Boat Operator
CLASS D: Shoreman, Deckhand, Rodman, Scowman, Cook, Messman, Porter/Janitor.
CLASS D(a) Oiler.

PREMIUMS: Additional 20% for hazardous material work

FOOTNOTES APPLICABLE TO ABOVE CRAFTS:

a. PAID HOLIDAYS: New Year's Day, Martin Luther King, Jr.'s Birthday, Memorial Day, Good Friday, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day
b. VACATION: Eight percent (8%) of the straight time rate, multiplied by the total hours worked.

INCENTIVE PAY: (Add to Hourly Rate)
Operator (NCCCO License/Certification) $0.50  Licensed Tug Operator over 1000 HP (Assigned as Master) (USCG licensed
Master of Towing Vessels (MOTV) $1.00;
Licensed Boat Operator (Assigned as lead boat captain) USCG licensed boat operator $0.50;
Engineer (QMED and Tankerman endorsement or licensed engineer (USCG) $0.50
Oiler (QMED and Tankerman endorsement (USCG) $0.50; All
classifications (Tankerman endorsement only) USCG $0.25;
Deckhand or Mate (AB with Lifeboatman endorsement (USCG)
$0.50; All classifications (lifeboatman endorsement only
(USCG) $0.25; Welder (ABS certification) $0.50

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

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)).

In the listing above, the "SU" designation means that rates
listed under the identifier do not reflect collectively
bargained wage and fringe benefit rates. Other designations
indicate unions whose rates have been determined to be
prevailing.

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.
END OF GENERAL DECISION
General Decision Number: CT100015 10/14/2011  CT15
Superseded General Decision Number: CT20080015
State: Connecticut
Construction Type: Heavy
County: Fairfield County in Connecticut.

HEAVY CONSTRUCTION PROJECTS

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<th>Publication Date</th>
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BRCT0001-011 10/03/2011

<table>
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BRCT0001-012 10/03/2011

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<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>$ 29.11</td>
<td>20.29</td>
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ELEC0003-004 05/06/2010

Darien, Greenwich, New Canaan, Stamford and the portion of Norwalk lying West of Five Mile River

<table>
<thead>
<tr>
<th>Rates</th>
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<tbody>
<tr>
<td>$ 47.75</td>
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ELEC0488-006 06/01/2011

Bethel, Bridgeport, Brookfield, Danbury, Easton, Fairfield, Monroe, New Fairfield, Newtown, Norwalk, Redding, Ridgefield, Shelton, Sherman, Stratford, Trumbull, Weston, Westport and Wilton Townships

<table>
<thead>
<tr>
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<tbody>
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ENGI0478-007 05/07/2011

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<td>19.40+a</td>
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<tr>
<td>$ 32.36</td>
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<td>$ 33.01</td>
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<td>$ 34.73</td>
<td>19.40+a</td>
</tr>
<tr>
<td>$ 33.99</td>
<td>19.40+a</td>
</tr>
</tbody>
</table>
Bulldozer (Rough Grade Dozer) ......................$ 32.70  
Bulldozer Fine Grade (includes slopes, shaping, laser or gps) .......$ 33.99  
Crane handling or erecting structural steel or stone..............$ 35.05  
Cranes (100 ton capacity & over) ..................................$ 34.73  
Cranes (under 100 ton rated capacity) ......................$ 33.99  
Drills with self contained power units; Directional driller............$ 33.01  
Earth Roller ................$ 29.49  
Forklift ....................$ 31.53  
Front End Loader (3 cubic yards up to 7 cubic yards) .............$ 32.70  
Front End Loader (7 cubic yards or over) ..........................$ 35.05  
Front End Loader (under 3 cubic yards) .......................$ 31.53  
Grader/Blade ....................$ 33.99  
Maintenance Engineer/Oiler .....................$ 26.65  
Mechanic ....................$ 31.96  
Rubber Tire Backhoe/Excavator .......................$ 33.99  

a. PAID HOLIDAYS: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, provided the employee works 3 days during the week in which the holiday falls, if scheduled, and if scheduled, the working day before and the working day after the holiday.

b. Crane with boom, including jib, 150 feet - $1.50 extra.
   Crane with boom, including jib, 200 feet - $2.50 extra.
   Crane with boom, including jib, 250 feet - $5.00 extra.
   Crane with boom, including jib, 300 feet - $7.00 extra.
   Crane with boom, including jib, 400 feet - $10.00 extra.

IRON0015-005 06/28/2010

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>IRONWORKER, REINFORCING .....................$ 33.00</td>
<td>26.58+a</td>
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</table>

a. PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.

LAB00056-005 04/03/2011

<table>
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<tbody>
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<td>GROUP 2 .......................$ 26.00</td>
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<td>GROUP 3 .......................$ 26.25</td>
<td>15.60</td>
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<td>GROUP 4 .......................$ 26.75</td>
<td>15.60</td>
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<td>GROUP 5 .......................$ 27.50</td>
<td>15.60</td>
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<tr>
<td>GROUP 6 .......................$ 27.75</td>
<td>15.60</td>
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<tr>
<td>GROUP 7 .......................$ 16.00</td>
<td>15.60</td>
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</table>

LABORERS CLASSIFICATIONS

GROUP 1: Laborers (Unskilled), acetylene burner, concrete specialist

GROUP 2: Chain saw operators, fence and guard rail erectors, pneumatic tool operators and powdermen.

GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld), mason tenders/catch basin builders, asphalt rakers, air track operators, block paver and curb setter

GROUP 4: Asbestos/lead removal

GROUP 5: Blasters

GROUP 6: Toxic waste remover
GROUP 7: Traffic control signalman

<table>
<thead>
<tr>
<th>Classification</th>
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<tbody>
<tr>
<td>PAINTER</td>
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<tr>
<td>Brush and Roller</td>
<td>$ 28.47</td>
<td>15.40</td>
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<td>Spray Only</td>
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<td>Steel Only</td>
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<td>TRUCK DRIVER: 4 Axle Truck</td>
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<td>15.71+a</td>
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</table>

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

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U.S. Department of Labor
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Washington, DC 20210

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END OF GENERAL DECISION
General Decision Number: CT100016 10/14/2011  CT16
Superseded General Decision Number: CT20080016
State: Connecticut
Construction Type: Heavy
County: Hartford County in Connecticut.

HEAVY CONSTRUCTION PROJECTS

<table>
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<th>Modification Number</th>
<th>Publication Date</th>
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<tr>
<td>Rates</td>
<td>Fringes</td>
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<td>CARPENTER, Includes Form Work...$ 29.11</td>
<td>20.29</td>
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<td>Rates</td>
<td>Fringes</td>
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<td>CARPENTER, Includes Form Work...$ 29.11</td>
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<td>Entire County excluding Berlin, Bristol, Hartland, New Britain, Newington, Plainville and Southington Townships</td>
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<td>Rates</td>
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<tr>
<td>Rates</td>
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<tr>
<td>* ELEC0488-005</td>
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### POWER EQUIPMENT OPERATOR:

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<td>Asphalt Roller</td>
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<td>19.40+a</td>
</tr>
<tr>
<td>Asphalt Spreader</td>
<td>$33.01</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Bulldozer (Rough Grade Dozer)</td>
<td>$32.70</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Bulldozer Fine Grade (includes slopes, shaping, laser or gps)</td>
<td>$33.99</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Crane handling or erecting structural steel or stone</td>
<td>$35.05</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Cranes (100 ton capacity &amp; over)</td>
<td>$34.73</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Cranes (under 100 ton rated capacity)</td>
<td>$33.99</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Drills with self contained power units; Directional driller</td>
<td>$33.01</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Earth Roller</td>
<td>$31.53</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Excavator/Backhoe 2 cubic yards and over</td>
<td>$34.73</td>
<td>19.40+a</td>
</tr>
<tr>
<td>Excavator/Backhoe under 2 cubic yards</td>
<td>$33.99</td>
<td>19.40+a</td>
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<tr>
<td>Forklift</td>
<td>$31.53</td>
<td>19.40+a</td>
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<tr>
<td>Front End Loader (3 cubic yards)</td>
<td>$32.70</td>
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<tr>
<td>Front End Loader (7 cubic yards or over)</td>
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<td>19.40+a</td>
</tr>
<tr>
<td>Front End Loader (under 3 cubic yards)</td>
<td>$31.53</td>
<td>19.40+a</td>
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<tr>
<td>Grader/Blade</td>
<td>$33.99</td>
<td>19.40+a</td>
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<tr>
<td>Maintenance Engineer/Oiler</td>
<td>$26.65</td>
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<tr>
<td>Mechanic</td>
<td>$31.96</td>
<td>19.40+a</td>
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</table>

*a. PAID HOLIDAYS: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, provided the employee works 3 days during the week in which the holiday falls, if scheduled, and if scheduled, the working day before and the working day after the holiday.*

*b. Crane with boom, including jib, 150 feet - $1.50 extra.
Crane with boom, including jib, 200 feet - $2.50 extra.
Crane with boom, including jib, 250 feet - $5.00 extra.
Crane with boom, including jib, 300 feet - $7.00 extra.
Crane with boom, including jib, 400 feet - $10.00 extra.*

### IRONWORKER, STRUCTURAL

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>$33.00</td>
<td>26.58+a</td>
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*a. PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.*

### LABORERS

<table>
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<th>Group</th>
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</tr>
<tr>
<td>7</td>
<td>$16.00</td>
<td>15.60</td>
</tr>
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</table>

**LABORERS CLASSIFICATIONS**

GROUP 1: Laborers (Unskilled), acetylene burner, concrete
specialist

GROUP 2: Chain saw operators, fence and guard rail erectors, pneumatic tool operators and powdermen.

GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld), mason tenders/catch basin builders, asphalt rakers, air track operators, block paver and curb setter

GROUP 4: Asbestos/lead removal

GROUP 5: Blasters

GROUP 6: Toxic waste remover

GROUP 7: Traffic control signalman

-------------------------------------------------------------------------------

PAIN0011-013 06/01/2010

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<tbody>
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<tr>
<td>PAINTER</td>
<td></td>
</tr>
<tr>
<td>Brush and Roller............</td>
<td>$28.47</td>
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<tr>
<td>Spray Only..................</td>
<td>$31.47</td>
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<tr>
<td>Steel Only..................</td>
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SUCT2002-009 12/16/2008

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<td>IRONWORKER, REINFORCING..........</td>
<td>$27.13</td>
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<td>LABORER: Common or General.......</td>
<td>$21.03</td>
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<tr>
<td>OPERATOR: Excavator.............</td>
<td>$27.77</td>
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<td>TRUCK DRIVER: 3 Axle &amp; Semi-Truck..................</td>
<td>$19.93</td>
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TEAM0064-006 04/03/2011

<table>
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<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>TRUCK DRIVER: 4 Axle Truck.......</td>
<td>$28.08</td>
</tr>
</tbody>
</table>

-------------------------------------------------------------------------------

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

==============================================================================

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 (29 CFR 5.5(a)(1)(ii)).

==============================================================================

--

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

==============================================================================

--

WAGE DETERMINATION APPEALS PROCESS

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

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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.

END OF GENERAL DECISION
General Decision Number: CT100017 07/08/2011 CT17
Superseded General Decision Number: CT20080017
State: Connecticut
Construction Type: Heavy
Counties: Middlesex and Tolland Counties in Connecticut.

HEAVY CONSTRUCTION PROJECTS

<table>
<thead>
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<th>Modification Number</th>
<th>Publication Date</th>
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<td>9</td>
<td>06/17/2011</td>
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<td>10</td>
<td>07/08/2011</td>
</tr>
</tbody>
</table>

CARP0024-016 05/02/2011

MIDDLESEX COUNTY
TOLLAND COUNTY
Andover, Columbia, Coventry, Hebron, Mansfield, Union, Willington

Rates Fringes
CARPENTER, Includes Form Work...$ 29.11 20.29

CARP0043-006 05/02/2011

TOLLAND COUNTY
Bolton, Ellington, Somers, Tolland, Vernon

Rates Fringes
CARPENTER, Includes Form Work...$ 29.11 20.29
* ELEC0035-004 06/01/2011

Cromwell, Middlefield, Middleton and Portland

Rates Fringes
ELECTRICIAN......................$ 36.40 21.31

ELEC0090-006 06/01/2011

Chester, Clinton, Deep River, Durham, East Haddam, East Hampton, Essex, Haddam, Killingworth, Old Saybrook, Westbrook

Rates Fringes
ELECTRICIAN......................$ 35.70 21.52

ENGI0478-007 05/07/2011

Rates Fringes
POWER EQUIPMENT OPERATOR:
Asphalt Paver...................$ 33.01 19.40+a
Asphalt Roller..................$ 32.36 19.40+a
Asphalt Spreader................$ 33.01 19.40+a
Backhoe/Excavator 2 cubic yards and over..........$ 34.73 19.40+a
Backhoe/Excavator under 2 cubic yards...............$ 33.99 19.40+a
Bulldozer (Rough Grade Dozer)....................$ 32.70 19.40+a
Bulldozer Fine

Grade (includes slopes, shaping, laser or gps)........$ 33.99 19.40+a
Crane handling or erecting structural steel or stone........$ 35.05 19.40+a
Cranes (100 ton capacity & over)..........................$ 34.73 19.40+a
Cranes (under 100 ton rated capacity)..................$ 33.99 19.40+a
Drills with self contained power units; Directional driller........................................$ 33.01 19.40+a
Earth Roller...............................................$ 29.49 19.40+a
Forklift..................................................$ 31.53 19.40+a
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Front End Loader (7 cubic yards or over)..................$ 35.05 19.40+a
Front End Loader (under 3 cubic yards)...................$ 31.53 19.40+a
Grader/Blade.............................................$ 33.99 19.40+a
Maintenance Engineer/Oiler..............................$ 26.65 19.40+a
Mechanic...............................................$ 31.96 19.40+a
Rubber Tire..............................................$ 33.99 19.40+a

a. PAID HOLIDAYS: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, provided the employee works 3 days during the week in which the holiday falls, if scheduled, and if scheduled, the working day before and the working day after the holiday.

b. Crane with boom, including jib, 150 feet - $1.50 extra.
   Crane with boom, including jib, 200 feet- $2.50 extra.
   Crane with boom, including jib, 250 feet - $5.00 extra.
   Crane with boom, including jib, 300 feet - $7.00 extra.
   Crane with boom, including jib, 400 feet - $10.00 extra.

----------------------------------------------------------------
IRON0015-008 06/28/2010

Rates Fringes
IRONWORKER, REINFORCING AND STRUCTURAL...........$ 33.00 26.58+a

a. PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.

----------------------------------------------------------------
LABO0056-007 04/03/2011

Rates Fringes
LABORERS
GROUP 1 ......................$ 25.75 15.60
GROUP 2 ......................$ 26.00 15.60
GROUP 3 ......................$ 26.25 15.60
GROUP 4 ......................$ 26.75 15.60
GROUP 5 ......................$ 27.50 15.60
GROUP 6 ......................$ 27.75 15.60
GROUP 7 ......................$ 16.00 15.60

LABORERS CLASSIFICATIONS

GROUP 1: Laborers (Unskilled), acetylene burner, concrete specialist

GROUP 2: Chain saw operators, fence and guard rail erectors, pneumatic tool operators and powdermen.

GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld), mason tenders/catch basin builders, asphalt rakers, air track operators, block paver and curb setter

GROUP 4: Asbestos/lead removal

GROUP 5: Blasters

GROUP 6: Toxic waste remover

GROUP 7: Traffic control signalman
WAGE DETERMINATION APPEALS PROCESS

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

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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.

END OF GENERAL DECISION
General Decision Number: CT100018 10/14/2011  CT18
Superseded General Decision Number: CT20080018
State: Connecticut
Construction Type: Heavy
County: New Haven County in Connecticut.

**HEAVY CONSTRUCTION PROJECTS**

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**BRCT0001-011 10/03/2011**

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**BRCT0001-012 10/03/2011**

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**BRCT0001-012 10/03/2011**

<table>
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**CARP0024-015 05/02/2011**

Beacon Falls, Bethany, Branford, Cheshire, East Haven, Guilford, Hamden, Madison, Meriden, Middlebury, Naugatuck, New Haven, North Branford, North Haven, Orange (east of Orange Center Road and north of Route 1, and north of Route 1 and east of the Oyster River), Prospect, Southbury, Wallingford, Waterbury, West Haven, Wolcott, Woodbridge

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>$29.11</td>
<td>20.29</td>
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**ELEC0090-004 06/01/2011**

Entire County excluding Beacon Falls, Middlebury, Milford, Naugatuck, Oxford, Prospect, Seymour, Southbury, Waterbury and Wolcott Townships

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>$35.70</td>
<td>21.52</td>
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* ELEC0488-007 06/01/2011

Beacon Falls, Middlebury, Milford, Naugatuck, Oxford, Prospect, Seymour, Southbury, Waterbury and Wolcott Townships
<table>
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<th>Rates</th>
<th>Fringes</th>
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<tbody>
<tr>
<td>$35.10</td>
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**ELECTRICIAN**

**POWER EQUIPMENT OPERATOR:**

- Asphalt Paver: $33.01 + 19.40a
- Asphalt Roller: $32.36 + 19.40a
- Asphalt Spreader: $33.01 + 19.40a
- Backhoe/Excavator 2 cubic yards and over: $34.73 + 19.40a
- Backhoe/Excavator under 2 cubic yards: $33.99 + 19.40a
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---

**IRONWORKER, REINFORCING**

- $33.00 + 26.58a

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---

**LABORERS**

<table>
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<th>GROUP</th>
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<td>$26.00</td>
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<td>$26.25</td>
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<tr>
<td>4</td>
<td>$26.75</td>
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<tr>
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GROUP 7: Traffic control signalman

<table>
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<tr>
<th>Rates</th>
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<tbody>
<tr>
<td>PAINTER</td>
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<tr>
<td>Brush and Roller............$ 28.47 15.40</td>
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<tr>
<td>Spray Only..................$ 31.47 15.40</td>
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<tr>
<td>Steel Only..................$ 30.47 15.40</td>
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<tbody>
<tr>
<td>IRONWORKER, STRUCTURAL...........$ 24.85 13.83</td>
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<td>OPERATOR: Bulldozer.............$ 25.33 9.64</td>
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<table>
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<tr>
<td>TEAM0064-006 04/03/2011</td>
<td></td>
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<tr>
<td>TRUCK DRIVER: 4 Axle Truck......$ 28.08 15.71+a</td>
<td></td>
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</table>

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

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 (29 CFR 5.5(a)(1)(ii)).

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

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

END OF GENERAL DECISION
General Decision Number: CT100019 07/08/2011 CT19
Superseded General Decision Number: CT20080019
State: Connecticut
Construction Type: Heavy
County: New London County in Connecticut.

HEAVY CONSTRUCTION PROJECTS

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**CARP0024-007 05/02/2011**

<table>
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<tr>
<td>CARPENTER, Includes Form Work...$ 29.11</td>
<td>20.29</td>
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</table>

* ELEC0035-011 06/01/2011

Bozrah, Colchester, Franklin, Griswold, Lebanon, Ledyard, Lisbon, Montville, North Stonington, Norwich, Preston, Salem, Sprague, Stonington and Voluntown

<table>
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<th>Rates</th>
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<td>ELECTRICIAN......................$ 36.40</td>
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ELEC0090-003 06/01/2010

East Lyme, Groton, New London, Old Lyme, Waterford, plus the part of Ledyard wherein the property of the Submarine Base is located

<table>
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<tbody>
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<td>ELECTRICIAN......................$ 35.20</td>
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ENGI0478-008 05/07/2011

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<td>Asphalt Paver.................$ 33.01</td>
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<td>19.40+a</td>
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<tr>
<td>Earth Roller....................$ 29.49</td>
<td>19.40+a</td>
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<tr>
<td>Forklift........................$ 31.53</td>
<td>19.40+a</td>
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</tbody>
</table>

Front End Loader (3 cubic yards up to 7 cubic yards)..$ 32.70  19.40+a
Front End Loader (7 cubic yards or over)..............$ 35.05  19.40+a
Front End Loader (under 3 cubic yards)................$ 31.53  19.40+a
Grader/Blade......................................$ 33.99  19.40+a
Maintenance Engineer/Oiler..........................$ 26.65  19.40+a
Mechanic...........................................$ 31.96  19.40+a
Rubber Tire........................................$ 33.99  19.40+a
Backhoe/Excavator..................................$ 33.99  19.40+a

a. PAID HOLIDAYS: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, provided the employee works 3 days during the week in which the holiday falls, if scheduled, and if scheduled, the working day before and the working day after the holiday.

b. Crane with boom, including jib, 150 feet - $1.50 extra.
   Crane with boom, including jib, 200 feet - $2.50 extra.
   Crane with boom, including jib, 250 feet - $5.00 extra.
   Crane with boom, including jib, 300 feet - $7.00 extra.
   Crane with boom, including jib, 400 feet - $10.00 extra.

----------------------------------------------------------------
IRON0015-008 06/28/2010
Rates          Fringes
IRONWORKER, REINFORCING AND STRUCTURAL.......................$ 33.00  26.58+a

a. PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.

----------------------------------------------------------------
LABO0056-007 04/03/2011
Rates          Fringes
LABORERS
GROUP 1.........................$ 25.75  15.60
GROUP 2.........................$ 26.00  15.60
GROUP 3.........................$ 26.25  15.60
GROUP 4.........................$ 26.75  15.60
GROUP 5.........................$ 27.50  15.60
GROUP 6.........................$ 27.75  15.60
GROUP 7.........................$ 16.00  15.60

LABORERS CLASSIFICATIONS

GROUP 1: Laborers (Unskilled), acetylene burner, concrete specialist

GROUP 2: Chain saw operators, fence and guard rail erectors, pneumatic tool operators and powdermen.

GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld), mason tenders/catch basin builders, asphalt rakers, air track operators, block paver and curb setter

GROUP 4: Asbestos/lead removal

GROUP 5: Blasters

GROUP 6: Toxic waste remover

GROUP 7: Traffic control signalman

----------------------------------------------------------------
PAIN0011-013 06/01/2010
Rates          Fringes
PAINTER
Brush and Roller..................$ 28.47  15.40
Spray Only........................$ 31.47  15.40
Steel Only........................$ 30.47  15.40

----------------------------------------------------------------
SUCT2002-012 12/16/2008
Rates          Fringes
CEMENT MASON/CONCRETE FINISHER...$ 25.52             8.49
TRUCK DRIVER:  3 Axle & Semi
- Truck..........................$ 19.93             7.01

TEAM0064-006 04/03/2011

Rates Fringes
TRUCK DRIVER:  4 Axle Truck......$ 28.08          15.71+a

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

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 (29 CFR 5.5(a)(1)(ii)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

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
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   Branch of Construction Wage Determinations
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   U.S. Department of Labor
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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).
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Washington, DC 20210

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

END OF GENERAL DECISION
General Decision Number: CT100029 10/14/2011  CT29
Superseded General Decision Number: CT20080029
State: Connecticut
Construction Type: Heavy
Counties: Litchfield and Windham Counties in Connecticut.

### HEAVY CONSTRUCTION PROJECTS

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**BRCT0001-015 10/03/2011**

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<thead>
<tr>
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<tbody>
<tr>
<td>BRICKLAYER</td>
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<tr>
<td>BRICKLAYERS, CEMENT MASONS, CEMENT FINISHERS, STONE MASONS.........$ 32.50 23.55</td>
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**CARP0024-011 05/02/2011**

<table>
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<tr>
<td>Carpenters, Piledrivers.....$ 29.11 20.29</td>
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<tr>
<td>Diver Tenders..............$ 29.11 20.29</td>
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<tr>
<td>Divers.................$ 37.57 20.29</td>
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<tr>
<td>Millwrights...........$ 30.01 20.18</td>
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**ELEC0035-008 06/01/2011**

<table>
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<tbody>
<tr>
<td>WINDHAM COUNTY</td>
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<tr>
<td>ELECTRICIAN.................$ 36.40 21.31</td>
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**ELEC0042-001 08/30/2010**

<table>
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<th>Rates</th>
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<tbody>
<tr>
<td>Line Construction: (Line Construction)</td>
<td></td>
</tr>
<tr>
<td>Driver Groundmen...........$ 30.92 6.5%+9.70</td>
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</tr>
<tr>
<td>Groundmen................$ 22.67 6.5%+6.20</td>
<td></td>
</tr>
<tr>
<td>Heavy Equipment Operators...$ 37.10 6.5%+10.70</td>
<td></td>
</tr>
<tr>
<td>Linemen, Cable Splicers, Dynamite Men...............$ 41.22 6.5%+12.20</td>
<td></td>
</tr>
<tr>
<td>Material Men, Tractor Trailer Drivers, Equipment Operators...............$ 35.04 6.5%+10.45</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line Construction: (Railroad Construction and Maintenance)</td>
<td></td>
</tr>
<tr>
<td>Driver Groundmen...........$ 33.27 3%+13.70</td>
<td></td>
</tr>
<tr>
<td>Heavy Equipment Operators...$ 39.92 3%+13.70</td>
<td></td>
</tr>
</tbody>
</table>
Linemen, Cable Splicers, Dynamite Men........................$ 44.36 3%+13.70  
Material Men, Tractor Trailer Drivers, Equipment Operators.........$ 37.71 3%+13.70  

<table>
<thead>
<tr>
<th>Rates</th>
<th>Fringes</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 44.36</td>
<td>3%+13.70</td>
</tr>
<tr>
<td>$ 37.71</td>
<td>3%+13.70</td>
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**ELEC0090-008 06/01/2011**

**LITCHFIELD COUNTY**

**Plymouth Township**

<table>
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<tbody>
<tr>
<td>$ 35.70</td>
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**ELEC0488-011 06/01/2011**

**LITCHFIELD COUNTY (Excluding Plymouth Township)**

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<tr>
<td>$ 35.10</td>
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**ENGI0478-001 05/07/2011**

**Power equipment operators:**

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<tr>
<th>GROUP</th>
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<tbody>
<tr>
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<td>$ 35.05</td>
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<td>2</td>
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<tr>
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<tr>
<td>18</td>
<td>$ 26.65</td>
<td>19.40</td>
</tr>
</tbody>
</table>

Hazardous waste premium $3.00 per hour over classified rate.

Crane with boom, including jib, 150 feet - $1.50 extra.
Crane with boom, including jib, 200 feet - $2.50 extra.
Crane with boom, including jib, 250 feet - $5.00 extra.
Crane with boom, including jib, 300 feet - $7.00 extra.
Crane with boom, including jib, 400 feet - $10.00 extra

a. **PAID HOLIDAYS:** New Year’s Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, provided the employee works 3 days during the week in which the holiday falls, if scheduled, and if scheduled, the working day before and the working day after the holiday.

**POWER EQUIPMENT OPERATORS CLASSIFICATIONS**

**GROUP 1:** Crane handling or erecting structural steel or stone, hoisting engineer (2 drums or over), front end loader (7 cubic yards or over), work boat 26 ft. and over.

**GROUP 2:** Cranes (100 ton capacity & over), Excavator over 2 cubic yards, piledriver ($3.00 premium when operator controls hammer).

**GROUP 3:** Excavator, cranes (under 100 ton rated capacity), gradall, master mechanic, hoisting engineer (all types of equipment where a drum and cable are used to hoist or drag material regardless of motive power or operation) Rubber Tire Excavator (drott 1085 or similar); Grader Operator; Bulldozer Fine Grade (slopes, shaping, laser or GPS, etc.)

**GROUP 4:** Trenching machines, lighter derrick, concrete finishing machine, CMI machine or similar, Koehring Loader
GROUP 5: Specialty railroad equipment, asphalt spreader, asphalt reclaiming machine, line grider, concrete pumps, drills with self contained power units, boring machine, post hole digger, auger, pounder, well digger, milling machine (over 24' mandrel), side boom, combination hoe and loader, directional driller.

GROUP 6: Front end loader (3 cu. yds. up to 7 cu. yards), bulldozer (Rough grade dozer).

GROUP 7: Asphalt roller, concrete saws and cutters (ride on types), Vermeer concrete cutter, stump grinder, scraper, snooper, skidder, milling machine (24" and under Mandrel).

GROUP 8: Mechanic, grease truck operator, hydoblaster, barrier mover, power stone spreader, welder, work boat under 26 ft. transfer machine.

GROUP 9: Front end loader (under 3 cubic yards), skid steer loader (regardless of attachments), bobcat or similar, forklift, power chipper, landscape equipment (including hydoseeder).

GROUP 10: Vibratory hammer, ice machine, diesel & air, hammer, etc.

GROUP 11: Conveyor, earth roller, power pavement breaker (whiphammer), robot demolition equipment.

GROUP 12: Wellpoint operator.


GROUP 14: Compressor battery operator.

GROUP 15: Power Safety boat, Vacuum truck, Zim mixer, Sweeper; (Minimum for any job requiring a CDL license).

GROUP 16: Elevator operator, tow motor operator (solid tire no rough terrain).

GROUP 17: Generator operator, compressor operator, pump operator, welding machine operator; Heater operator.

GROUP 18: Maintenance engineer.

IRON0015-001 06/28/2010

Rates Fringes

Ironworkers: (Ornamental, Reinforcing, Structural and Precast Concrete Erection).......$ 33.00 26.58+a

PAID HOLIDAY: Labor Day provided employee has been on the payroll for the 5 consecutive work days prior to Labor Day.

LAB0056-004 04/03/2011

Rates Fringes

Laborers: (TUNNEL CONSTRUCTION)
CLEANING, CONCRETE AND CAULKING TUNNEL:
Concrete Workers, Form Movers and Strippers.........$ 29.44 15.60
Form Erectors.............$ 29.74 15.60
ROCK SHAFT, CONCRETE, LINING OF SAME AND TUNNEL IN FREE AIR:
Brakemen, Trackmen, Tunnel Laborers, Shaft Laborers..................$ 29.44 15.60
Laborers Topside, Cage Tenders, Bellman..................$ 29.33 15.60
Miners........................$ 30.32 15.60
SHIELD DRIVE AND LINER

PLATE TUNNELS IN FREE AIR:
Brakemen and Trackmen......$ 29.44            15.60
Miners, Motormen, Mucking
Machine Operators,
Nozzlemen, Grout Men,
Shaft and Tunnel, Steel
and Rodmen, Shield and
Erector, Arm Operator,
Cable Tenders............$ 30.32            15.60
TUNNELS, CAISSON AND
CYLINDER WORK IN
COMPRESSED AIR:
Blaster....................$ 35.213           15.60
Brakemen, Trackmen,
Groutman, Laborers,
Outside Lock Tender,
Gauge Tenders............$ 35.036           15.60
Change House Attendants,
Powder Watchmen, Top on
Iron Bolts.................$ 33.268           15.60
Mucking Machine Operator...$ 35.745           15.60

a. PAID HOLIDAYS: On tunnel work only: New Year's Day,
Memorial Day, Independence Day, Labor Day, Thanksgiving Day
and Christmas Day.

No employee shall be eligible for holiday pay when he fails,
without cause, to work the regular work day preceding the
holiday or the regular work day following the holiday.

----------------------------------------------------------------
LABO0056-013 04/03/2011

<table>
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<tr>
<td>GROUP 1.................$ 25.75</td>
<td>15.60</td>
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<td>GROUP 4.....................$ 26.75</td>
<td>15.60</td>
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<tr>
<td>GROUP 5.....................$ 27.50</td>
<td>15.60</td>
</tr>
<tr>
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<td>15.60</td>
</tr>
<tr>
<td>GROUP 7.....................$ 16.00</td>
<td>15.60</td>
</tr>
</tbody>
</table>

LABORERS CLASSIFICATIONS

GROUP 1: Laborers (Unskilled), acetylene burner, concrete
specialist

GROUP 2: Chain saw operators, fence and guard rail erectors,
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GROUP 3: Pipelayers, Jackhammer/Pavement breaker (handheld),
mason
tenders/catch basin builders, asphalt rakers, air track
operators, block paver and curb setter

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GROUP 5: Blasters

GROUP 6: Toxic waste remover

GROUP 7: Traffic control signalman

----------------------------------------------------------------
PAIN0011-003 06/01/2011

<table>
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<td>Painters: (BRIDGE CONSTRUCTION)</td>
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<tr>
<td>Brush, Roller, Blasting (Sand, Water, etc.) Spray...$ 41.35</td>
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PAIN0011-018 06/01/2010

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<tr>
<td>Blast and Spray............$ 31.47</td>
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<tr>
<td>Brush and Roll............$ 28.47</td>
<td>15.40</td>
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<tr>
<td>Tanks, Towers, Swing.......$ 30.47</td>
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PLUM0777-002 06/01/2011

Rates Fringes
PLUMBER/PIPEFITTER...............$ 38.67 24.46

TEAM0064-001 04/03/2011

Rates Fringes

Truck drivers:
2 Axle Ready Mix..............$ 27.98 15.71+a
2 Axle.........................$ 27.88 15.71+a
3 Axle Ready Mix..............$ 28.03 15.71+a
3 Axle.........................$ 27.98 15.71+a
4 Axle Ready Mix..............$ 28.13 15.71+a
4 Axle.........................$ 28.08 15.71+a
Heavy Duty Trailer 40 tons and over...............$ 28.33 15.71+a
Heavy Duty Trailer up to 40 tons...............$ 28.08 15.71+a
Specialized (Earth moving equipment other than conventional type on-the-road trucks and semi-trailers, including Euclids)....................$ 28.13 15.71+a

Hazardous waste removal work receives additional $1.25 per hour.

a. PAID HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and Good Friday, provided the employee has at least 31 calendar days of service and works the last scheduled day before and the first scheduled day after the holiday, unless excused.

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 (29 CFR 5.5(a)(1)(ii)).

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

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END OF GENERAL DECISION