



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



March 4, 2022

608056-117130

ADDENDUM NO. 1

To Prospective Bidders and Others on:

ERVING - GILL

**Federal Aid Project No. NHP(BR-ON)-003S(536)X
Protective Screening Installation Br. No. E-10-014=G-04-009
Route 2 over the Connecticut River**

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, MARCH 8, 2022 @ 2:00 P.M.
Transmitting revisions to the Contract Documents as follows:

QUESTIONS RESPONSES: 4 Pages.

DOCUMENT 00104: Revised page 3.

DOCUMENT 00813: Deleted document in its entirety and inserted new document (4 pages).

DOCUMENT 00880: Revised pages 3 through 8.

Take note of the above, substitute the revised pages for the originals, delete document indicated, insert new document in proper order, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Eric M. Cardone, P.E.
Construction Contracts Engineer

SP\DSK
c: Alwin Ramirez, Project Manager

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ERVING -GILL
Federal Aid Project No. NHP(BR-ON)-003S(536)X
Protective Screening Installation Br. No. E-10-014=G-04-009
Route 2 over the Connecticut River
(608056-117130)

QUESTIONS RESPONSES

Addendum No. 1, March 4, 2022

MIG Corporation, email dated February 23, 2022

Question 1) Sheet 11 of 12 for Bridge No E-10-014=Bridge No G-04-009. Is the Frame around the Aluminum Panel Galvanized only or Galvanized and Painted?

Response 1) The framing that will support the aluminum sheet panels shall be galvanized and painted.

Question 2) Sheets 9 and 10 of 12 for Bridge No E-10-014=Bridge No G-04-009. Is the Bridge Railing Painted only or Galvanized and Painted?

Response 2) The Bridge Railings and Protective Barriers shall be galvanized and painted.

Question 3) Sheet 12 of 12 for Bridge No E-10-014=Bridge No G-04-009. Is the BR-2 to remain Galvanized only or should it also be painted?

Response 3) The BR-2 Metal Bridge Railings shall be refurbished and reset. The work shall include furnishing and installing new galvanized steel post anchors to receive and secure the refurbished BR-2 bridge rails, the repair of deteriorated portions of the railing elements, cleaning, preparing, and repairing of the galvanized coating using an approved method in accordance with Subsection 960 of the Standard Specifications. Painting of the refurbished BR-2 Metal Bridge Railings shall not be required.

R. ZOPPO CORP., email dated February 24, 2022, 10:23 AM

Question 4) Under Bid item 992.1 – Alteration to Bridge Structure, Sub-items 960.101 & 960.102 for the protective barrier and pedestrian rail have the units of measure by the pound. Should this be the LF as is the case with all other MassDOT items related to fence or bridge railing?

Response 4) The sub-items that make up the major components of the Item 992.1 Alteration to Bridge Structure breakdown contain estimated quantities and units of measure that are not guaranteed. Partial payments will be made based upon estimated completion percentages of each component part of the lump sum breakdown as the work progresses. The total of all partial payments shall equal the Lump Sum contract price regardless of the accuracy of the quantities or units of measure furnished by the Engineer.
Units will remain as specified in the Contract Documents.

ERVING -GILL
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QUESTIONS RESPONSES

Addendum No. 1, March 4, 2022

R. ZOPPO CORP., email dated February 24, 2022, 10:23 AM (Continued)

Question 5) Please confirm that the entire length of the catwalk is to be sandblasted/de-leaded prior to removal.

Response 5) See response to question #7.

Question 6) Under Bid Item 114.11 – Partial Demolition of Superstructure Components, Sub-Item 960.13 for the existing catwalk removal has the units of measure by the pound. Please consider changing the units to LF of catwalk removal as it is not understood how this would accurately be paid by the pound.

Response 6) The sub-items that make up the major components of the Item 114.11 Partial Demolition of Superstructure Components breakdown contain estimated quantities and units of measure that are not guaranteed. Partial payments will be made based upon estimated completion percentages of each component part of the lump sum breakdown as the work progresses. The total of all partial payments shall equal the Lump Sum contract price regardless of the accuracy of the quantities or units of measure furnished by the Engineer.
Units will remain as specified in the Contract Documents.

R. ZOPPO CORP., email dated February 24, 2022, 11:21 AM

Question 7) Section 961.201 Clean (Full Removal) and Paint Steel states the area to be rehabbed is the superstructure structural steel within 12 inches of the suspended catwalk connections to superstructure floorbeams and stringers or as shown on the plans. Please confirm that the entire length and all components of the bridge are to receive the full cleaning and painting.

Response 7) The entire length and all components of the bridge are not to receive full cleaning and painting. The existing structural steel to receive full cleaning and painting is limited to the surfaces located for a distance of 6" in all directions from grinding repair limits of the catwalk connections to the existing floorbeams (reference Sheet 4 of 12 of Bridge Plans). The Special Provision for Item 961.201 further indicates that superstructure structural steel within 12 inches of the suspended catwalk connections to existing floorbeams and stringers are included in the areas to be cleaned and painted.

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QUESTIONS RESPONSES

Addendum No. 1, March 4, 2022

R. ZOPPO CORP., email dated February 28, 2022, 2:51 PM

- Question 8) Due to the limited scope and opportunities of work, can MassDOT consider reducing the 10% DBE requirement to a percentage that is more achievable?
- Response 8) DBE requirements will remain as specified.
See Document 00719.
- Question 9) Is it possible to extend the bid date to allow for additional time in generating competitive pricing from subcontractors and vendors to be solicited for this project?
- Response 9) The Bid Opening will not be extended.
- Question 10) Please indicate where the disposal of treated wood is to be applied on this project.
- Response 10) The Special Provision for Item 114.11, Partial Demolition of Superstructure, states that the removal and disposal of all treated wood encountered while performing the specified work shall be incidental to Item 114.11 and shall be included in the Lump Sum bid price of Item 114.11.
- Question 11) Please provide the fabricator's approved shop drawings on the existing BR-2 bridge rails and the pedestrian railings fabricated in 1992.
- Response 11) Scanned copies of the shop drawings for the scuppers and pedestrian railings dating from the 1990 and 1991 timeframe have been located and the 8 associated PDF files are provided. The BR-2 railing shop drawings haven't been located at this time. However, MassDOT records indicate that they may be stored at a MassDOT storage facility. An effort will be made to retrieve and scan the BR-2 shop drawings, but there is no guarantee that the BR-2 shop drawings will be located and they will not be available prior to the scheduled bid opening date of March 8, 2022.
- Question 12) Please confirm that the existing parking areas on the western/eastern ends of the bridge are suitable for staging and a laydown area.
- Response 12) Permission to use the existing parking areas located on the east and west approaches to the bridge for laydown and staging purposes must be obtained from the MassDOT District 2 Highway Director, attention District Maintenance Engineer.

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QUESTIONS RESPONSES

Addendum No. 1, March 4, 2022

R. ZOPPO CORP., email dated March 1, 2022, 11:12 AM

Question 13) Project drawings call out a travel lane in each direction under each phase of work. Please confirm that one lane alternating traffic patterns are acceptable to allow for work tasks to be completed. An example would be concrete placement for the sidewalk/curb under Phase 1.

Response 13) It is understood that short term temporary traffic control measures that require a single reversible lane of traffic may occasionally be required. Such temporary traffic control measures shall require the approval of the Engineer prior to implementation.

R. ZOPPO CORP., email dated March 1, 2022, 11:48 AM

Question 14) Please confirm that the existing catwalk (grating, angle iron, etc) itself is required to be deleaded prior to removal.

Response 14) Please see the response to Question 7. In addition, the specifications that govern requirements for demolition and work involving painted steel state that all surfaces to be welded, heated, saw cut or burned shall be cleaned so as to remove all contaminants and/or hazardous materials, which could be discharged to the environment as a function of the subsequent operations. Lead paint shall be removed in its entirety in an area prescribed by a 6 inch (15 cm) minimum offset from the required work. The paint removal operation may be dry abrasive blasting, wet abrasive blasting or chemical stripping.

① Addendum No. 1, March 4, 2022

NOTICE TO CONTRACTORS (Continued)

PRICE ADJUSTMENTS

- ① This Contract contains price adjustments for hot mix asphalt and Portland cement mixtures, diesel fuel, and gasoline. For reference the base prices are as follows: liquid asphalt \$650.00 per ton, Portland cement \$165.52 per ton, diesel fuel \$3.376 per gallon, and gasoline \$2.958 per gallon. MassDOT posts the **Price Adjustments** on their Highway Division's website at <https://www.mass.gov/topics/highway-construction-resources>

This Contract contains Price Adjustments for steel. See Document 00813 - PRICE ADJUSTMENT FOR STRUCTURAL STEEL AND REINFORCING STEEL for their application and base prices.

MassDOT projects are subject to the rules and regulations of the Architectural Access Board (521 CMR 1.00 et seq.)

Prospective bidders and interested parties can access this information and more via the internet at WWW.COMMBUYS.COM.

BY: Jamey Tesler, Secretary and CEO, MassDOT
Jonathan L. Gulliver, Administrator, MassDOT Highway Division
SATURDAY, JANUARY 8, 2022

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

February 16, 2022

This special provision applies to all projects containing the use of structural steel and/or reinforcing steel as specified elsewhere in the Contract work. It applies to all structural steel and all reinforcing steel, as defined below, on the project. Compliance with this provision is mandatory, i.e., there are no “opt-in” or “opt-out” clauses. Price adjustments will be handled as described below and shall only apply to unfabricated reinforcing steel bars and unfabricated structural steel material, consisting of rolled shapes, plate steel, sheet piling, pipe piles, steel castings and steel forgings.

Price adjustments will be variances between Base Prices and Period Prices. Base Prices and Period Prices are defined below.

Price adjustments will only be made if the variances between Base Prices and Period Prices are 5% or more. A variance can result in the Period Price being either higher or lower than the Base Price. Once the 5% threshold has been achieved, the adjustment will apply to the full variance between the Base Price and the Period Price.

Price adjustments will be calculated by multiplying the number of pounds of unfabricated structural steel material or unfabricated reinforcing steel bars on a project by the index factor calculated as shown below under Example of a Period Price Calculation.

Price adjustments will *not* include guardrail panels or the costs of shop drawing preparation, handling, fabrication, coatings, transportation, storage, installation, profit, overhead, fuel costs, fuel surcharges, or other such charges not related to the cost of the unfabricated structural steel and unfabricated reinforcing steel.

The weight of steel subject to a price adjustment shall not exceed the final shipping weight of the fabricated part by more than 10%.

Base Prices and Period Prices are defined as follows:

Base Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are fixed prices determined by the Department and found in the table below. While it is the intention of the Department to make this table comprehensive, some of a project’s unfabricated structural steel and/or unfabricated reinforcing steel may be inadvertently omitted. Should this occur, the Contractor shall bring the omission to the Department’s attention so that a contract alteration may be processed that adds the missing steel to the table and its price adjustments to the Contract.

The Base Price Date is the month and year in which MassDOT opened bids for the project. This date is used to select the Base Price Index.

Period Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are variable prices that have been calculated using the Period Price Date and an index of steel prices to adjust the Base Price.

The Period Price Date is the date the steel was delivered to the fabricator as evidenced by an official bill of lading submitted to the Department containing a description of the shipped materials, weights of the shipped materials and the date of shipment. This date is used to select the Period Price Index.

The index used for the calculation of Period Prices is the U.S. Department of Labor Bureau of Labor Statistics Producer Price Index (PPI) Series ID WPU101702 (Not Seasonally Adjusted, Group: Metals and Metal Products, Item: Semi-finished Steel Mill Products.) As this index is subject to revision for a period of up to four (4) months after its original publication, no price adjustments will be made until the index for the period is finalized, i.e., the index is no longer suffixed with a “(P)”.

Period Prices are determined as follows:

Period Price = Base Price X Index Factor

Index Factor = Period Price Index / Base Price Index

Example of a Period Price Calculation:

Calculate the Period Price for December 2009 using a Base Price from March 2009 of \$0.82/Pound for 1,000 Pounds of ASTM A709 (AASHTO M270) Grade A36 Structural Steel Plate.

The Period Price Date is December 2009. From the PPI website*, the Period Price Index = 218.0.

The Base Price Date is March 2009. From the PPI website*, the Base Price Index = 229.4.

Index Factor = Period Price Index / Base Price Index = 218.0 / 229.4 = 0.950

Period Price = Base Price X Index Factor = \$0.82/Pound X 0.950 = \$0.78/Pound

Since \$0.82 - \$0.78 = \$0.04 is less than 5% of \$0.82, no price adjustment is required.

If the \$0.04 difference shown above was greater than 5% of the Base Price, then the price adjustment would be 1,000 Pounds X \$0.04/Pound = \$40.00. Since the Period Price of \$0.78/Pound is less than the Base Price of \$0.82/Pound, indicating a drop in the price of steel between the bid and the delivery of material, a credit of \$40.00 would be owed to MassDOT. When the Period Price is higher than the Base Price, the price adjustment is owed to the Contractor.

* To access the PPI website and obtain a Base Price Index or a Period Price Index, go to <http://data.bls.gov/cgi-bin/srgate>

End of example.

The Contractor will be paid for unfabricated structural steel and unfabricated reinforcing steel under the respective contract pay items for all components constructed of either structural steel or reinforced Portland cement concrete under their respective Contract Pay Items.

Price adjustments, as herein provided for, will be paid separately as follows:

Structural Steel

Pay Item Number 999.449 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.457 for negative (-) pay adjustments (credits to MassDOT Highway Division)

Reinforcing Steel

Pay Item Number 999.466 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.467 for negative (-) pay adjustments (credits to MassDOT Highway Division)

No price adjustment will be made for price changes after the Contract Completion Date, unless the MassDOT Highway Division has approved an extension of Contract Time for the Contract.

TABLE

Steel Type	Price per Pound	
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.65
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.90
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.90
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.95
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.99
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.93
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.99
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.93
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$1.02
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345W Structural Steel Shapes	\$0.95
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$1.02
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.95
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$1.10
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$1.16
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.76
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$1.02
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.95
18	ASTM A276 Type 316 Stainless Steel	\$5.27
19	ASTM A240 Type 316 Stainless Steel	\$5.27
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.81
21	ASTM A53 Grade B Structural Steel Pipe	\$1.17
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$1.17
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.92
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.92
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.98
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.73
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.73
28	ASTM A36/36M, Grade 50	\$0.99
29	ASTM A570, Grade 50	\$0.98
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.99
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$1.17
32	AREA 140 LB Rail and Track Accessories	\$0.59

NOTE: Steel Castings are generally used only on moveable bridges. Cast iron frames, grates and pipe are not "steel" castings and will not be considered for price adjustments.

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"General Decision Number: MA20220007 02/25/2022

Superseded General Decision Number: MA20210007

State: Massachusetts

Construction Type: Highway

County: Franklin County in Massachusetts.

HIGHWAY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60).

<p> If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:</p>	<p>. Executive Order 14026 generally applies to the contract.</p> <p>. The contractor must pay all covered workers at least \$15.00 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2022.</p>
<p> If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:</p>	<p>. Executive Order 13658 generally applies to the contract.</p> <p>. The contractor must pay all covered workers at least \$11.25 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2022.</p>

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the

Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Modification Number	Publication Date
0	01/07/2022
1	02/25/2022

CARP0336-015 09/01/2021

	Rates	Fringes
CARPENTER.....	\$ 44.18	29.27

ENGI0098-006 12/01/2016

	Rates	Fringes
Power equipment operators:		
(1)		
Backhoe/Excavator/Trackhoe..	\$ 33.68	23.96+A
(1) Loader.....	\$ 33.68	23.96+A
(4) Roller.....	\$ 32.54	23.96+A
Crane.....	\$ 37.18	23.96+A

A. Paid Holidays: New year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day and Christmas Day

IRON0007-025 09/16/2021

	Rates	Fringes
IRONWORKER (REINFORCING AND STRUCTURAL).....	\$ 36.94	31.85

LABO0596-002 12/01/2021

	Rates	Fringes
LABORER		
Asphalt, Includes Raker, Shoveler, Spreader, and		



Addendum No. 1, March 4, 2022

Distributor.....	\$ 32.75	23.96
Common or General.....	\$ 32.50	23.96
Guardrail Installation.....	\$ 32.75	23.96
Landscape.....	\$ 32.50	23.96

SUMA2014-003 01/11/2017

	Rates	Fringes
PAINTER: Spray (Linestriping)....	\$ 38.85	0.00

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

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

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

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular

rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

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

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

Survey Rate Identifiers

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

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

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010

08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

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

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 National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

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

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

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor

200 Constitution Avenue, N.W.
Washington, DC 20210

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

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

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

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

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END OF GENERAL DECISIO"