

COMMONWEALTH OF MASSACHUSETTS



CONTRACT DOCUMENTS AND SPECIAL PROVISIONS

PROPOSAL NO.	612188-120085
P.V. =	\$11,901,000.00
PLANS	YES

FOR

**Federal Aid Project No. NHP(BRR-ON)-003S(586)X
Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge
Units) Route 24 (NB & SB) over Canton Street**

in the Town of

RANDOLPH

In accordance with the STANDARD SPECIFICATIONS
for HIGHWAYS and BRIDGES dated 2022

This Proposal to be opened and read:

TUESDAY, OCTOBER 4, 2022 @ 2:00 P.M.

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DOCUMENT 00104

**NOTICE TO CONTRACTORS**

Electronic proposals for the following project will be received through the internet using Bid Express until the date and time stated below and will be posted on www.bidx.com forthwith after the bid submission deadline. No paper copies of bids will be accepted. All Bidders must have a valid vendor code issued by MassDOT in order to bid on projects. Bidders need to apply for a Digital ID at least 14 days prior to a scheduled bid opening date with Bid Express.

TUESDAY, OCTOBER 4, 2022 at 2:00 P.M. **

RANDOLPH

Federal Aid Project No. NHP(BRR-ON)-003S(586)X

**Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route
24 (NB & SB) over Canton Street**

****Date Subject to Change**

PROJECT VALUE = \$11,901,000.00

Bidders must be pre-qualified by the Department in the BRIDGE - CONSTRUCTION category to bid on the above project. An award will not be made to a Contractor who is not pre-qualified by the Department prior to the opening of Proposals.

All prospective Bidders who intend to bid on this project must obtain "Request Proposal Form (R109)". The blank "Request Proposal Form (R109)" can be obtained at:
<https://www.mass.gov/prequalification-of-horizontal-construction-firms>.

All prospective Bidders must complete and e-mail an electronic copy of "Request Proposal Form (R109)" to the MassDOT Director of Prequalification for approval:
prequal.r109@dot.state.ma.us.

Proposal documents for official bidders are posted on www.bidx.com. Other interested parties may receive informational Contract Documents containing the Plans and Special Provisions, free of charge.

Bids will be considered, and the contract awarded in accordance with statutes governing such contracts in accordance with Massachusetts General Laws Chapter 30 § 39M.

The Project Bids File Attachments folder for proposals at www.bidx.com shall be used for submitting at the time of bid required information such as the Bid Bond required document, and other documents that may be requested in the proposal.

NOTICE TO CONTRACTORS (Continued)

All parties who wish to have access to information plans and specification must send a "Request for Informational Documents" to MassDOTBidDocuments@dot.state.ma.us.

A Proposal Guaranty in the amount of 5% of the value of the bid is required.

This project is subject to the schedule of prevailing wage rates as determined by the Commissioner of the Massachusetts Department of Labor and Workforce Development, and the Division of Occupational Safety.

Plans will be on display and information will be available at the MassDOT Boston Office and at the District Office in TAUNTON.

The Massachusetts Department of Transportation, in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby affirmatively ensures that for any contract entered into pursuant to this advertisement, all bidders, including disadvantaged business enterprises, will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin in consideration for an Award.

This Proposal contains the "STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246)". The goals and timetables applicable to this proposal for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all work, are contained in Appendices A and B-80 of the above specifications.

The Contractor (hereinafter includes consultants) will comply with the Acts and Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this Contract as contained in Appendices C and D of the above specifications.

NOTICE TO CONTRACTORS (Continued)**PRICE ADJUSTMENTS**

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 \$787.50 per ton, Portland cement \$182.35 per ton, diesel fuel \$4.189 per gallon, and gasoline \$3.634 per gallon. MassDOT posts the **Price Adjustments** on their Highway Division's website at <https://www.mass.gov/massdot-contract-price-adjustments>

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, AUGUST 27, 2022

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DOCUMENT 00210

REQUIREMENTS OF MASSACHUSETTS GENERAL LAWS
CHAPTER 30, SECTION 39R;
CHAPTER 30, SECTION 39O

July 1, 1981, updated October 2016

M.G.L. c. 30, § 39R. Award of Contracts; Accounting Statements; Annual Financial Statements; Definitions.

(a) The words defined herein shall have the meaning stated below whenever they appear in this section:

- (1) "Contractor" means any person, corporation, partnership, joint venture, sole proprietorship, or other entity awarded a contract pursuant to sections thirty-eight A1/2 to thirty-eight O, inclusive, of chapter seven and any contract awarded or executed pursuant to section eleven C of chapter twenty-five A, section thirty-nine M of chapter thirty, or sections forty-four A to forty-four H, inclusive, of chapter one hundred and forty-nine, which is for an amount or estimated amount greater than one hundred thousand dollars.
- (2) "Contract" means any contract awarded or executed pursuant to sections thirty-eight A1/2 to thirty-eight O, inclusive, of chapter seven and any contract awarded or executed pursuant to section eleven C of chapter twenty-five A, section thirty-nine M of chapter thirty, or sections forty-four A through forty-four H, inclusive, of chapter one hundred and forty-nine, which is for amount or estimated amount greater than one hundred thousand dollars.
- (3) "Records" means books of original entry, accounts, checks, bank statements and all other banking documents, correspondence, memoranda, invoices, computer printouts, tapes, discs, papers and other documents or transcribed information of any type, whether expressed in ordinary or machine language.
- (4) "Independent Certified Public Accountant" means a person duly registered in good standing and entitled to practice as a certified public accountant under the laws of the place of his residence or principal office and who is in fact independent. In determining whether an accountant is independent with respect to a particular person, appropriate consideration should be given to all relationships between the accountant and that person or any affiliate thereof. Determination of an accountant's independence shall not be confined to the relationships existing in connection with the filing of reports with the awarding authority.
- (5) "Audit", when used in regard to financial statements, means an examination of records by an independent certified public accountant in accordance with generally accepted accounting principles and auditing standards for the purpose of expressing a certified opinion thereon, or, in the alternative, a qualified opinion or a declination to express an opinion for stated reasons.
- (6) "Accountant's Report", when used in regard to financial statements, means a document in which an independent certified public accountant indicates the scope of the audit which he has made and sets forth his opinion regarding the financial statements taken as a whole with a listing of noted exceptions and qualifications, or an assertion to the effect that an overall opinion cannot be expressed. When an overall opinion cannot be expressed the reason therefor shall be stated. An accountant's report shall include as a part thereof a signed statement by the responsible corporate officer attesting that management has fully disclosed all material facts to the independent certified public accountant, and that the audited financial statement is a true and complete statement of the financial condition of the contractor.
- (7) "Management", when used herein, means the chief executive officers, partners, principals or other person or persons primarily responsible for the financial and operational policies and practices of the contractor.
- (8) Accounting terms, unless otherwise defined herein, shall have a meaning in accordance with generally accepted accounting principles and auditing standards.

(b) Subsection (a)(2) hereof notwithstanding, every agreement or contract awarded or executed pursuant to sections thirty-eight A 1/2 to thirty-eight O, inclusive, of chapter seven, or eleven C of chapter twenty-five A, and pursuant to section thirty-nine M of chapter thirty or to section forty-four A through H, inclusive, of chapter one hundred and forty-nine, shall provide that:

- (1) The contractor shall make, and keep for at least six years after final payment, books, records, and accounts which in reasonable detail accurately and fairly reflect the transactions and dispositions of the contractor, and
- (2) Until the expiration of six years after final payment, the office of inspector general, and the commissioner of capital asset management and maintenance shall have the right to examine any books, documents, papers or records of the contractor or of his subcontractors that directly pertain to, and involve transactions relating to, the contractor or his subcontractors, and
- (3) If the agreement is a contract as defined herein, the contractor shall describe any change in the method of maintaining records or recording transactions which materially affect any statements filed with the awarding authority, including in his description the date of the change and reasons therefor, and shall accompany said description with a letter from the contractor's independent certified public accountant approving or otherwise commenting on the changes, and
- (4) If the agreement is a contract as defined herein, the contractor has filed a statement of management on internal accounting controls as set forth in paragraph (c) below prior to the execution of the contract, and
- (5) If the agreement is a contract as defined herein, the contractor has filed prior to the execution of the contracts and will continue to file annually, an audited financial statement for the most recent completed fiscal year as set forth in paragraph (d) below.

(c) Every contractor awarded a contract shall file with the awarding authority a statement of management as to whether the system of internal accounting controls of the contractor and its subsidiaries reasonably assures that:

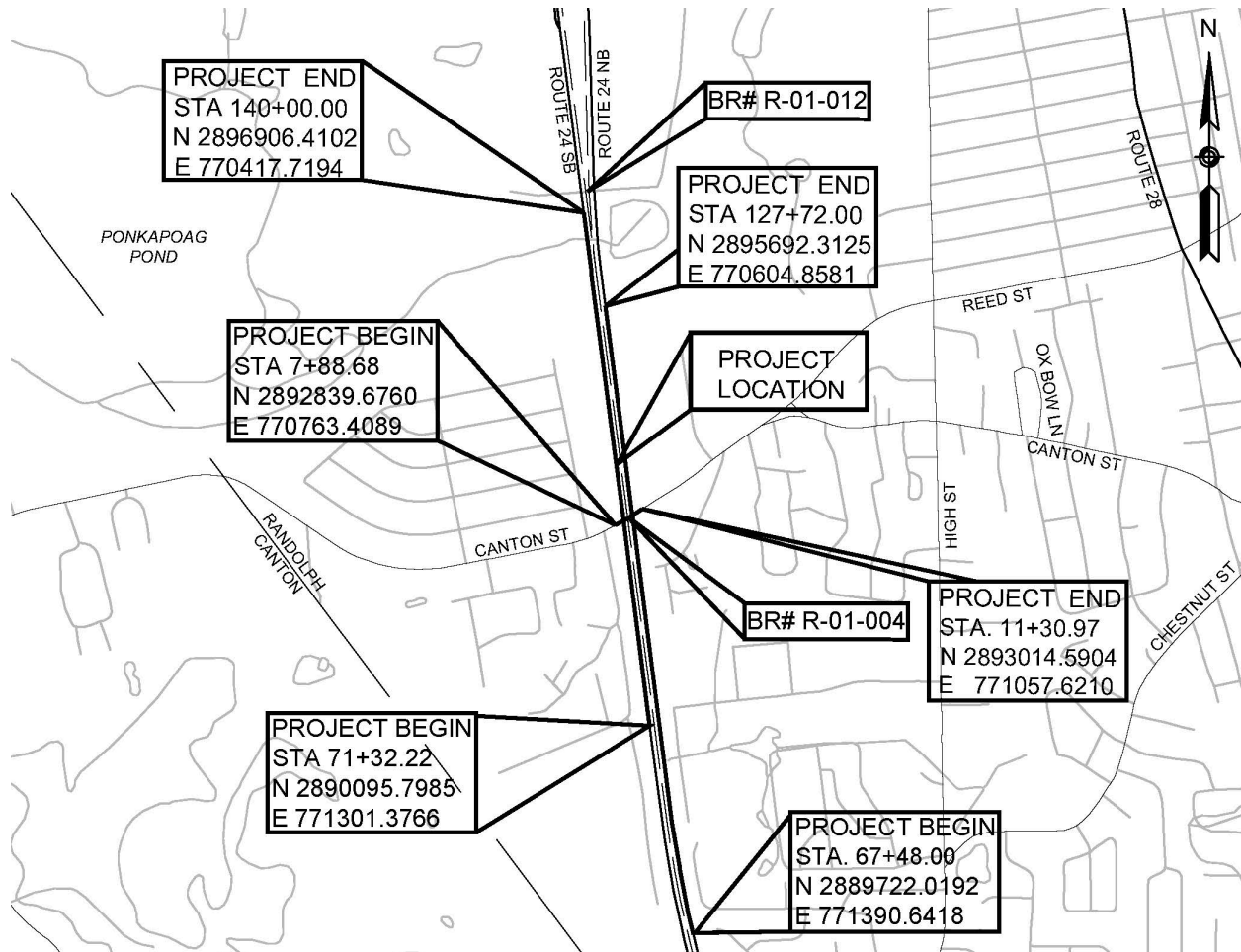
- (1) transactions are executed in accordance with management's general and specific authorization;
- (2) transactions are recorded as necessary
 - i. to permit preparation of financial statements in conformity with generally accepted accounting principles, and
 - ii. to maintain accountability for assets;
- (3) access to assets is permitted only in accordance with management's general or specific authorization; and
- (4) the recorded accountability for assets is compared with the existing assets at reasonable intervals and appropriate action was taken with respect to any difference.

Every contractor awarded a contract shall also file with the awarding authority a statement prepared and signed by an independent certified public accountant, stating that he has examined the statement of management on internal accounting controls, and expressing an opinion as to:

- (1) whether the representations of management in response to this paragraph and paragraph (b) above are consistent with the result of management's evaluation of the system of internal accounting controls; and
- (2) whether such representations of management are, in addition, reasonable with respect to transactions and assets in amounts which would be material when measured in relation to the applicant's financial statements.

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DOCUMENT 00331

LOCUS MAP**RANDOLPH****Federal Aid Project No. NHP(BRR-ON)-003S(586)X****Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street**

N.T.S

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Final Report ☐Interim Report ☐**CONTRACTOR PROJECT EVALUATION FORM***For instructions on using this form, see Engineering Directive E-10-002, Dated 4/20/2010*

Date: _____

City/Town: _____

Contractor: _____

Project: _____

Address: _____

F.A. No. _____

Contract Number: _____

Bid Price: _____

Notice to Proceed: _____

Funds: State: _____ Fed Aid: _____

Current Contract Completion Date: _____

Date Work Started: _____

Date Work Completed*: _____

Contractor's Superintendent: _____

Division: (indicates class of work) Highway: _____ Bridge: _____ Maintenance: _____

*If work was NOT completed within specified time (including extensions) give reasons on following page.

	Excellent 10	Very Good 9	Average 8	7	Fair 6	5	Poor 4	% Rating
1. Workmanship								x 2=
2. Safety								x 2=
3. Schedule								x 1.5=
4. Home Office Support								x 1=
5. Subcontractors Performance								x 1=
6. Field Supervision/ Superintendent								x 1=
7. Contract Compliance								x 0.5=
8. Equipment								x 0.5=
9. Payment of Accounts								x 0.5=
(use back for additional comments)								
							Overall Rating:	

(Give explanation of items 1 through 9 on the following page in numerical order if overall rating is below 80%. Use additional sheets if necessary.)

District Construction Engineer's Signature/Date _____

Resident Engineer's Signature/Date _____

Contractor's Signature Acknowledging Report/Date _____

Contractor Requests Meeting with the District: No ☐Yes ☐

Date Meeting Held: _____

Contractor's Comments/Meeting Notes (extra sheets may be added to this form and noted here if needed): _____

Final Report ☐Interim Report ☐**SUBCONTRACTOR PROJECT EVALUATION FORM***For instructions on using this form, see Engineering Directive E-10-002, Dated 4/20/2010*

Date: _____

City/Town: _____

Subcontractor: _____

Project: _____

Address: _____

F.A. No.: _____

Contract Number: _____

Prime Contractor _____

Current Contract Completion Date: _____

Date Work Started: _____

Date Work Completed*: _____

Subcontractor's Superintendent: _____

Type of Work Performed by Subcontractor: _____

*If work was NOT completed within specified time (including extensions) give reasons on following page.

	Excellent 10	Very Good 9	Average 8	7	Fair 6	5	Poor 4	% Rating
1. Workmanship								x 2=
2. Safety								x 2=
3. Schedule								x 1.5=
4. Home Office Support								x 1.5=
5. Field Supervision/ Superintendent								x 1=
6. Contract Compliance								x 1=
7. Equipment								x 0.5=
8. Payment of Accounts								x 0.5=
(use back for additional comments)							Overall Rating:	

(Give explanation of items 1 through 8 on the following page in numerical order if overall rating is below 80%. Use additional sheets if necessary.)

District Construction Engineer's Signature/Date _____

Resident Engineer's Signature/Date _____

Contractor Signature Acknowledging Report/Date _____

Subcontractor Signature Acknowledging Report/Date _____

Subcontractor Requests Meeting with the District: No ☐ Yes ☐ Date Meeting Held: _____

Subcontractor's Comments / Meeting Notes (extra sheets may be added to this form and noted here if needed): _____

Contractor's Comments: _____

SUBCONTRACTOR PROJECT EVALUATION FORM (Continued)

Date: _____ Contract Number: _____

INFORMATION FOR DISTRICT HIGHWAY DIRECTORS RELATING TO PREQUALIFICATION

A deduction shall be recommended for unsatisfactory performance if computed overall rating is under 80%.

A deduction may be recommended for this project being completed late due to the Contractor's fault.

RECOMMENDATIONS FOR DEDUCTIONS FROM CONTRACTORS' ASSIGNED FACTOR

(Write Yes or No in space provided)

I recommend a deduction for Contractor's unsatisfactory performance: _____

I recommend a deduction for project completed late: _____

Signed: _____
District Highway Director

EXPLANATION OF RATINGS 1 – 8: _____

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

WORK NOT COMPLETED WITHIN SPECIFIED TIME:

DOCUMENT 00710
GENERAL CONTRACT PROVISIONS
Revised: 04/08/22

NOTICE OF AVAILABILITY

The STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES dated 2022, the SUPPLEMENTAL SPECIFICATIONS, the 1996 METRIC CONSTRUCTION AND TRAFFIC STANDARD DETAILS, the 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS; the 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING and the 2017 CONSTRUCTION STANDARD DETAILS are available online at <https://www.mass.gov/massdot-highway-division-manuals-and-publications>

SPECIAL PROVISIONS FOR RIGHT-TO-KNOW ACT REQUIREMENTS

The Contractor's attention is directed to Massachusetts General Laws, Chapter 111F, commonly known as the Right-To-Know Act, and to the regulations promulgated pursuant thereto. Among the provisions of the Right-To-Know Act is a requirement that employers make available to employees Materials Safety Data Sheets (MSDS) for any substance on the Massachusetts Substance List (MSL) to which employees are, have been, or may be exposed.

To ensure prompt compliance with these regulations and legislation, the Contractor shall:

1. Deliver to the Department, prior to the start of any work under this contract, copies of MSDS for all MSL substances to be used, stored, processed or manufactured at the worksite by the Contractor.
2. Train employees of the Department, who may be exposed to MSL substances as a result of the Contractor's work under this contract, with regard to those specific substances in accordance with requirements of the Right-To-Know Act.
3. Observe all safety precautions recommended on the MSDS for any MSL substance to be used, stored, processed, or manufactured at the worksite by the Contractor.
4. Inform the Department in writing regarding specific protective equipment recommended in the MSDS for MSL substances to which employees of the Department may be exposed as a result of the Contractor's work under this contract.

The Department shall not be liable for any delay or suspension of work caused by the refusal of its employees to perform any work due to the Contractor's failure to comply with the Right-To-Know Act. The Contractor agrees to hold the Department or the Commissioner of the Department harmless and fully indemnified for any and all claims, demands, fines, actions, complaints, and causes of action resulting from or arising out of the Contractor's failure to comply with the requirements of the Right-To-Know Act.

ALTERNATIVE DISPUTE RESOLUTION

Forum, Choice of Law and Mediations:

Any actions arising out of a contract shall be governed by the laws of Massachusetts and shall be brought and maintained in a State or federal court in Massachusetts which shall have exclusive jurisdiction thereof. MassDOT and the Contractor may both agree to mediation of any claim and will share the costs of such mediation pro rata based on the number of parties involved.

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DOCUMENT 00711

SUBSECTION M4.02.14

Precast Concrete Highway Units

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SUBSECTION M4.02.14 Precast Units

Replace this Subsection with the following :

SUBSECTION M4.02.14 Precast Concrete Highway Units

The following Precast Concrete Highway Units shall meet the materials and fabrication requirements specified herein:

- (a) Standard Temporary and Permanent Barriers
- (b) Box Culverts with spans less than or equal to 10 feet
- (c) Catch basins
- (d) Drainage Pipes
- (e) Pipe Flared Ends
- (f) Manholes
- (g) Handholes
- (h) Proprietary Retaining Wall Systems
- (i) Traffic Light Pole Bases
- (j) Luminaire Bases

Precast Concrete Highway Units shall be fabricated in conformance with the MassDOT Construction Standard Details, Traffic Standard Drawings for Traffic Signals and Highway Lighting, Overhead Signal Structure and Foundation Standard Drawings, and Standard Drawings for Signs and Supports. Circular vertical precast reinforced concrete manholes and structures used in sewer, drainage, and water works shall conform with the requirements of AASHTO M 199. The outside surface of the tapered or cone section of precast drainage structures shall be dried, cleaned, and coated with an RS-1-H coating meeting the requirements of AASHTO M 140.

QUALITY ASSURANCE**A. General.**

Quality Assurance includes all the planned and systematic actions necessary to provide confidence that a product or facility will perform satisfactorily in service. It is an all-encompassing term that includes Quality Control (performed by the Fabricator) and Acceptance (performed by MassDOT). Fabricator Quality Control activities and MassDOT Acceptance activities shall remain independent from one another. MassDOT Acceptance activities shall not replace Fabricator Quality Control activities.

B. Plant.

Prior to the fabrication of Precast Concrete Highway Units, the Fabricator's precast concrete plant shall obtain the following:

- (a) Certification by the National Precast Concrete Association (NPCA) Plant Certification Program or Precast/Prestressed Concrete Institute (PCI) Plant Certification Program, for the applicable types of Precast Concrete Highway Unit(s) being fabricated
- (b) MassDOT Approval

C. Fabricator Quality Control.

Quality Control shall be performed by the Fabricator. The Fabricator shall maintain a Quality Control system to monitor, assess, and adjust placement and fabrication processes to ensure the fabricated Precast Concrete Highway Unit(s) meet the specified level of quality, through sufficient Quality Control sampling, testing, inspection, and corrective action (where required). The Fabricator's Quality Control system shall address all key activities during the placement and fabrication and shall be performed in conformance with the Fabricator's NPCA or PCI Certification. Quality Control inspection documentation shall meet the requirements of the *Fabricator Quality Control – Documentation* section below. Upon request, Fabricator Quality Control documentation shall be provided to the MassDOT Plant Inspector.

SUBSECTION M4.02.14 PRECAST UNITS (Continued)**1. Personnel.**

The Fabricator shall provide adequate training for all QC personnel in accordance with the Fabricator's NPCA or PCI Certification. A sufficient amount of QC personnel shall be trained and certified to perform the tests as specified in M4.02.13, Part D. At a minimum, the Fabricator's Quality Control personnel shall maintain the following qualifications and certifications:

- (a) QC Manager with an active NETTCP Field Technician or ACI Concrete Field Testing Technician – Grade I certification or higher, and a minimum of six (6) months continuous experience in the manufacture of Precast Concrete Highway Products. The QC Manager shall be on site while the batch plant is producing and placing concrete for MassDOT projects.
- (b) Technicians/Inspectors with an active American Concrete Institute (ACI) Concrete Field Testing Technician – Grade I certification, or higher.

The Fabricator shall provide to the MassDOT Plant Inspector copies of the Fabricator's Quality Control Personnel required qualifications, as specified above.

2. Laboratory.

The Fabricator shall provide a room of sufficient size to house all equipment and to adequately perform all testing. The room shall have either a separate moisture storage room or curing box for concrete cylinders. The moisture storage room or curing box shall be thermostatically controlled to maintain temperatures consistent with AASHTO T23. The laboratory shall include a desk and file cabinet for proper record keeping, and have good lighting and ventilation. This room shall be kept for testing and quality control and not used for any other purpose. An additional desk and file cabinet shall be provided for exclusive use of the Engineer. No exception from these requirements will be allowed without the express written permission of the Engineer.

3. Testing Equipment.

At a minimum, the Fabricator's plant facility shall have the following testing equipment:

- (a) Air Content Meter Type A or B: AASHTO T152
- (b) Air Content Meter Volumetric Method: AASHTO T196 (Required for Lightweight Concrete)
- (c) Slump Cone: AASHTO T119
- (d) Cylinder Molds: AASHTO M205
- (e) Concrete Testing Machine: AASHTO T22
- (f) Screening Sieve: AASHTO T27, AASHTO T11
- (g) Curing Box: AASHTO T23
- (h) Spread Test Base Plate for Self-Consolidating Concrete (SCC): ASTM 1611
- (i) All other equipment prescribed by AASHTO and ASTM standards for the tests to be performed by the Fabricator as specified

4. Inspection.

Quality Control personnel shall monitor and inspect the fabrication of each Precast Concrete Highway Unit. Quality Control personnel shall report all inspection activities on Quality Control Inspection Reports and non-conformances on Non-Conformance Reports (NCRs) throughout the entire fabrication process, as specified herein.

5. Temperature Monitoring.

At a minimum, the Fabricator shall monitor, record, and report the temperatures of the form and ambient temperatures surrounding the concrete continuously, without interruption as specified below:

SUBSECTION M4.02.14 PRECAST UNITS (Continued)

- (a) Prior to placement of concrete to verify the temperatures are greater than or equal to 50°F.
- (b) Immediately after placement to verify that the temperatures are greater than or equal to 50°F.
- (c) Throughout the entire duration of the curing cycle, at regular intervals not to exceed one hour until 70% Design Strength (f'_c) is attained.

At a minimum, the temperature measuring devices shall record and report the temperature of the concrete to the nearest 2°F. The Fabricator shall verify all temperature requirements meet the specifications herein. Fabricator Quality Control concrete temperature monitoring records reporting the concrete temperature at the specified minimum frequency shall be provided to the MassDOT Inspector upon request.

6. Sampling and Testing.

At a minimum, the Fabricator shall perform random Quality Control sampling and testing for each Sublot of concrete produced as specified in *Table 1: Quality Control Sampling and Testing*. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during fabrication. Test specimens shall conform to the requirements of Subsection M4.02.13 and AASHTO R 60.

Table 1: Quality Control Sampling and Testing

Quality Characteristic	Test Method	Sample Size	Specification Limit	Lot Size ^(b)	Sublot Size ^(c)	Frequency	Point of Sampling
Slump (in.) ^(a)	AASHTO T 119	Per AASHTO	≤ 8 in. or as approved by the Engineer	Total Quantity of Concrete (cy) produced in a year, per Mix Design	50 cy	One (1) per Sublot or fraction thereof	Point of Discharge
Air Content (%)	AASHTO T 152	Per AASHTO	5% ≤ % ≤ 8%				
Temperature (°F)	AASHTO T 309	Per AASHTO	50°F ≤ °F ≤ 90°F				
Compressive Strength (psi)	AASHTO T 22 AASHTO T 23	Stripping Cylinders: One (1) set of Three (3) 4 x 8 in.	≥ 70% f'_c at Stripping				
		7-day Cylinders: One (1) set of Three (3) 4 x 8 in.	For Information at 7 days				
		28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	≥ 100% f'_c at 28 days				

Notes:

- (a) Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- (b) Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
- (c) Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

SUBSECTION M4.02.14 PRECAST UNITS (Continued)**7. Certificate of Compliance.**

The Fabricator shall provide a Certificate of Compliance in accordance with Standard Specifications, Division I, Subsection 6.01, stating that QC test cylinders have achieved the design strength, f'_c . A Certificate of Compliance shall accompany each shipment and shall be presented to the MassDOT Resident Engineer or designee upon delivery to the site.

8. Documentation.

At a minimum, the Fabricator shall maintain a filing system for the following QC records and documentation. All QC records and documentation shall be made available to MassDOT upon the request of the Department.

- (a) Current MassDOT Approved Mix Design Sheet(s) and Approval Letter(s)
- (b) PCI or NPCA Certification
- (c) Current Qualifications and Certifications for QC Manager(s) and QC Technician(s)
- (d) Most current set of MassDOT Standard Shop Drawings
- (e) Fabricator Certificate of Compliance for each fabricated Precast Concrete Highway Unit
- (f) Admixture Manufacturer's Certification of Compliance and Technical Data Sheet for each approved Admixture
- (g) Completed QC Inspection Checklist for each fabricated Precast Concrete Highway Unit
- (h) Identification Number for each fabricated Precast Concrete Highway Unit
- (i) Time and date of casting of each fabricated Precast Concrete Highway Unit
- (j) Date of stripping the forms of each fabricated Precast Concrete Highway Unit
- (k) Batch Ticket Printout reporting the quantity of concrete produced for each batch of concrete produced
- (l) QC Test Report Forms for each subplot of concrete produced
- (m) Non-Conformance Reports (NCRs)
- (n) Documentation of Repairs (if applicable)

D. Acceptance.

MassDOT will perform Acceptance inspection, sampling, and testing during fabrication and installation, to evaluate the quality and degree of compliance of the fabricated Precast Concrete Highway Unit to MassDOT specifications. Additionally, MassDOT Inspectors will monitor the Fabricator's Quality Control activities to ensure the Fabricator is properly administering Quality Control in conformance with the Fabricator's NPCA or PCI Certification. Acceptance inspection and test results not meeting MassDOT specifications will result in Non-conformance Reports (NCR) being issued by MassDOT to the Fabricator or Contractor for corrective action. Final Acceptance for the fabricated Precast Concrete Highway Units shall be determined by MassDOT.

1. Inspection.

A MassDOT Inspector may be assigned to perform Acceptance activities during the fabrication of the Precast Concrete Highway Products, which includes the inspection of the materials, work procedures, and Precast Concrete Highway Units. When a MassDOT Inspector is assigned to the Fabricator's plant, at least seven (7) days prior to the scheduled start of fabrication, the Fabricator shall contact the MassDOT Research and Materials Section (RMS) to provide notice of the scheduled start date. The Fabricator shall perform the following activities prior to notifying MassDOT RMS of the scheduled start date:

- (a) Receive approval for all submitted Fabricator cement concrete mix designs from the MassDOT Research and Materials Section for the current year, as specified under the *Mix Design* section and *Table 3: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete shall meet the requirements of M4.02.17.

SUBSECTION M4.02.14 PRECAST UNITS (Continued)

Prior to the start of fabrication, the Fabricator shall review the fabrication schedule with the MassDOT Inspector. Fabrication shall only proceed when:

- (a) The QC Inspector and MassDOT Inspector are present to inspect the Precast Concrete Highway Unit(s) being fabricated.
- (b) The QC Manager is present at the Fabricator's plant.

The Fabricator shall grant access to all required areas of the Fabricator's plant to the MassDOT Inspector, during the hours of fabrication. Fabrication without MassDOT Inspector access to required areas is prohibited, and will result in the rejection of the fabricated Precast Concrete Highway Unit(s).

Additionally, the MassDOT Inspector will monitor the adequacy of the Fabricator's Quality Control activities. MassDOT Inspector Acceptance activities performed at the Fabricator's plant shall remain independent from the Fabricator, and does not replace the Fabricator's required Quality Control activities.

2. Sampling and Testing.

At a minimum, the MassDOT Inspector will perform random Acceptance sampling and testing for each Sublot of concrete produced as specified in *Table 2: Acceptance Sampling and Testing*. The MassDOT Inspector will also perform Acceptance sampling and testing on concrete that has been retempered with admixtures or hold-back water during production. Test Specimens will conform to the requirements of Section M4.02.13 of the MassDOT Standard and Supplemental Specifications and AASHTO R 60.

Table 2: Acceptance Sampling and Testing

Quality Characteristic	Test Method	Sample Size	Specification Limit	Lot Size ^(c)	Sublot Size ^(d)	Frequency	Point of Sampling
Slump (in.) ^(a)	AASHTO T 119	Per AASHTO	≤ 8 in. or as approved by the Engineer	Total Quantity of Concrete (cy) produced in a year, per Mix Design	50 cy	One (1) per Sublot or fraction thereof	Point of Discharge
Air Content (%)	AASHTO T 152	Per AASHTO	5% ≤ % ≤ 8%				
Temperature (°F)	AASHTO T 309	Per AASHTO	50°F ≤ °F ≤ 90°F				
Compressive Strength (psi)	AASHTO T 22 AASHTO T 23	7-day Cylinders: One (1) set of Three (3) 4 x 8 in.	For Information at 7 days				
		28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	≥ 100% f'_c at 28 days				
		56-day Cylinders: One (1) set of Three (3) 4 x 8 in.	≥ 100% f'_c at 56 days ^(b)				

Notes:

- (a) Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- (b) 56-day Compressive Strength test specimens shall require testing only when 28-day Compressive Strength test specimens have failed to meet Design Strength (f'_c).

SUBSECTION M4.02.14 PRECAST UNITS (Continued)

- (c) Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
- (d) Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

MATERIALS**E. Materials.**

Materials shall meet the following specifications, where applicable:

General	M4.00.00
Portland Cement	M4.01.0
Blended Hydraulic Cements	M4.01.1
Fly Ash	M4.01.2
Cement Concrete	M4.02.00
Cement	M4.02.01
Aggregates	M4.02.02
Lightweight Aggregates	M4.02.03
Water	M4.02.04
Cement Concrete Additives	M4.02.05
Proportioning	M4.02.06
Mixing and Delivery	M4.02.10
Test Specimens	M4.02.13
Self-Consolidating Concrete (SCC)	M4.02.17
Slag	AASHTO M-302
High Performance Cement Concrete	M4.06.1
Reinforcing Bars	M8.01.0
Epoxy Coated Reinforcing Bars	M8.01.7
Asphalt Emulsions	M3.03.0

1. Cement Concrete Mix Design.

Cement concrete for Precast Concrete Highway Units shall meet the requirements of M4.02.0. When used, High Performance Cement Concrete shall meet the requirements of M4.06.1 and self-consolidating concrete (SCC) shall meet the requirements of M4.02.17. The cement concrete shall be composed of specified proportions by the mass of aggregates, cement, supplementary cementitious materials (SCMs), water, and QCML approved admixtures to form a homogenous composition. The particular quantities and uniform combination of materials and sources of supply to be used by the Fabricator on MassDOT Highway Construction contracts shall be reported on the MassDOT Cement Concrete Mix Design Sheet and submitted to MassDOT RMS for review and approval. All mix design yields shall be designed for 1.0 cubic yards of concrete, with an allowable tolerance of +/- 1.0 %. All liquids incorporated into the proposed mix design(s) shall include both water and admixtures in the liquid mass calculation.

Prior to the production and placement of the cement concrete for Precast Concrete Highway Units, the Fabricator's proposed mix design shall be approved by MassDOT RMS. Modifications made to the aggregate, cement, supplementary cementitious materials (SCMs), admixtures (including coloring agents), or formulation to previously approved mix designs during fabrication are prohibited. All new mix design formulations and modifications made to previously approved mix designs will require resubmission of the Cement Concrete Mix Design Sheet to MassDOT RMS for review and trial batch testing for the new mix design(s) by the Fabricator. The Fabricator shall notify MassDOT RMS to schedule trial batch testing for the new mix design(s). Trial batch testing shall meet the following requirements:

SUBSECTION M4.02.14 PRECAST UNITS (Continued)

- (a) Performed by a qualified laboratory and/or AASHTO accredited laboratory.
- (b) Performed and/or sampled in the presence of a MassDOT Inspector.
- (c) Meet the requirements as specified in *Table 3: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete (SCC) shall meet M4.02.17.

Failure to perform all of the required trial batch testing or provide MassDOT RMS trial batch test results within the Specification Limits (as specified in Table 3) will result in the disqualification of the Fabricator's proposed mix design(s).

Table 3: Trial Batch Sampling and Testing for New Mix Designs

Quality Characteristic	Test Method	Sample Size	Specification Limit	Performed By
Slump ^(a)	AASHTO T 119	Per AASHTO	Max. 8 inches or as approved by the Engineer	Quality Control
Air Content (AC)	AASHTO T 152	Per AASHTO	$5\% \leq AC \leq 8\%$	Quality Control
Temperature (°F)	AASHTO T 309	Per AASHTO	$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$	Quality Control
Compressive Strength ^(b)	AASHTO T 22 AASHTO T 23	28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	Lab Mixed: 130% f'_c at 28 days Batch Mixed: 120% f'_c at 28 days	MassDOT
Alkali-Silica Reaction (ASR) ^(c)	ASTM C 1567	Per ASTM	M4.02.00	Quality Control
Resistance to Chloride Ion Penetration ^(d)	AASHTO T 358 ^(e)	28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	Resistivity $\geq 15 \text{ k}\Omega\text{-cm}$ at 28 days	MassDOT

Notes:

- (a) Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- (b) Trial batch compressive strength testing shall be performed by MassDOT. Cylinders shall be haLaboratory mixed trial batch compressive strength results shall achieve 130% Design Strength (f'_c). Batch mixed trial batch compressive results shall achieve 120% f'_c . Acceptance will be based on compressive strength testing performed by MassDOT.
- (c) Alkali Silica Reaction (ASR) testing shall meet the requirements of M4.02.00. Independent laboratories performing ASR testing shall be listed on the MassDOT Quality Construction Materials List (QCML).
- (d) Resistance to Chloride Ion Penetration testing shall be performed only on proposed High Performance Cement Concrete mix designs. The calcium nitrite shall be removed from mix designs containing the admixture and replaced by an equivalent quantity of water when preparing Chloride Ion Penetration resistance trial batch test specimens.
- (e) The Wenner probe tip spacing "a" shall be 1.5.

CONSTRUCTION METHODS – PLANT FABRICATION

F. Shop Drawings.

Fabricator shop drawings for Precast Concrete Highway Units shall conform with the MassDOT Construction Standard Details, Traffic Standard Drawings for Traffic Signals and Highway Lighting, Overhead Signal Structure and Foundation Standard Drawings, and Standard Drawings for Signs and Supports. Circular vertical precast reinforced concrete manholes and structures used in sewer, drainage, and water works shall conform with the requirements of AASHTO M 199.

G. Tolerances.

Precast unit tolerances shall be as indicated on the plans, as specified in Subsection 901, or as indicated in the MassDOT Construction Standard Details, as appropriate.

H. Forms.

Concrete shall be cast in rigidly constructed forms, which will maintain the Precast Concrete Highway Units within specified tolerances to the shapes, lines and dimensions shown on the MassDOT Construction Standard Details. Forms shall be constructed from flat, smooth, non-absorbent material and shall be sufficiently tight to prevent the leakage of the plastic concrete. When wood forms are used, all faces in contact with the concrete shall be laminated or coated with a non-absorbent material. All worn or damaged forms, which cause irregularities on the concrete surface or damage to the concrete during form removal, shall be repaired or replaced before being reused. Any defects or damage of more than minor nature, due to form work, stripping or handling, shall be cause for rejection, as defined in Repairs and Replacement, unless approved for repair through the NCR process. If threaded inserts are cast into the elements for support of formwork, the inserts shall be recessed a minimum of 1 inch and shall be plugged after use with a grout of the same color as that of the precast cement concrete.

I. Mixing of Concrete.

The concrete shall be proportioned and mixed in conformance with the Fabricator's MassDOT approved mix design and M4.02.10 Mixing and Delivery. Fabrication shall not occur without a MassDOT approved mix design. The Fabricator shall provide copies of batch tickets to the MassDOT Plant Inspector. The MassDOT Plant Inspector will verify if the batch ticket quantities are within the tolerances of the Fabricator's MassDOT approved mix design.

J. Placement of Concrete.

Prior to the placement of concrete, the temperature of the forms shall be greater than or equal to 50°F. Quality Control inspection shall be performed by the Fabricator as specified in the *Fabricator Quality Control* section. The Quality Control Inspector shall inspect and accept the placement of the reinforcing steel prior to the placement of concrete into the forms. When a MassDOT Inspector is assigned to perform Acceptance activities at the Fabricator's facility, placement of the concrete shall not proceed until the MassDOT Plant Inspector is present to perform inspection and begin monitoring Fabricator Quality Control inspection activities, and is in compliance with specifications. The MassDOT Plant Inspector shall inspect and accept the placement of the reinforcing steel prior to the placement of concrete into the forms. The Fabricator shall verify all materials and equipment required for protecting and curing the concrete are readily available and meet the requirements of the *Final Curing Methods* section below. All items encased in the concrete shall be accurately placed in the position shown on the Plans and firmly held during the placing and setting of the concrete. Clearance from the forms shall be maintained by supports, spacers, or hangers and shall be of approved shape and dimension.

During placement, the concrete shall maintain a concrete temperature range between 50°F and 90°F. The Fabricator shall minimize the time to concrete placement (measured from start of mixing to completion of placement). In no event shall time to placement exceed 90 minutes. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during the placement of the concrete as specified in the *Fabricator Quality Control* section above. Delays or shutdowns of over 30 minutes shall not be allowed during the continuous filling of individual forms.

SUBSECTION M4.02.14 PRECAST UNITS (Continued)**K. Consolidation of Concrete.**

Suitable means shall be used for placing concrete to prevent segregation or displacement of reinforcing steel or forms. The concrete shall be thoroughly consolidated by external or internal vibrators or a combination of both. Vibrators shall not be used to move concrete within the forms. Vibrators shall be used as specified in 901.63C and as directed by the Engineer. Concrete shall be placed and consolidated in a way that minimizes the presence of surface voids or bug holes on the formed surfaces. When used, self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.

L. Exposed Surfaces of Precast Concrete Highway Units.

As soon as conditions permit and before the concrete has fully hardened; all dirt, laitance, and loose aggregate shall be removed from the exposed concrete surfaces. Contractor shall not allow foot traffic on the uncured concrete until it has reached sufficient strength to prevent damage.

M. Final Curing Methods.

All exposed concrete surfaces shall meet the requirements of the selected final curing method and maintain the required concrete temperature ranges throughout the duration of the final curing method cycle. Controlled and gradual termination of the final curing method cycle shall occur after all the specified conditions are met.

1. Water Spray Curing.

The final curing method cycle shall begin immediately after the concrete has hardened sufficiently to prevent surface damage from the water spray. After the concrete has sufficiently hardened, all exposed concrete surfaces shall remain moist with a continuous fine spray of water throughout the entire duration of the final curing method cycle. Controlled and gradual termination of the final curing method cycle shall occur after all specified conditions are met (see *Table 4: Termination of Curing Cycle for Water Spray Curing*).

Table 4: Termination of Curing Cycle for Water Spray

Sustained Ambient Temperature	Compressive Strength
$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$	$\geq 70\% f'_c$

2. Saturated Covers for Curing.

The final curing method cycle shall begin immediately after the concrete has hardened sufficiently to prevent surface damage from the saturated burlap. After the concrete has sufficiently hardened, all exposed concrete surfaces shall be covered with water-saturated burlap throughout the entire duration of the final curing method cycle. Controlled and gradual termination of the final curing method cycle shall occur after all specified conditions are met (see *Table 5: Termination of Curing Cycle for Saturated Cover Curing*).

Table 5: Termination of Curing Cycle for Saturated Covers

Sustained Ambient Temperature	Compressive Strength
$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$	$\geq 70\% f'_c$

SUBSECTION M4.02.14 PRECAST UNITS (Continued)

3. Curing Covers.

Curing covers shall be Plastic Coated Fiber Blankets or Polyethylene Curing Covers. Proposed curing covers shall be submitted for approval to the Designer of Record with a copy to the MassDOT Research and Materials Section. The final curing method cycle shall begin immediately after the concrete has hardened sufficiently to prevent surface damage from the curing covers. After the concrete has sufficiently hardened, all exposed concrete surfaces shall be covered with curing covers throughout the entire duration of the final curing method cycle. The Fabricator shall ensure that the surface of the concrete remains wet until the covers are placed. If forms are removed from the Precast Concrete Highway Unit, curing covers shall be placed over the exposed concrete for the remainder of the final curing method cycle. Adjoining covers shall overlap not less than 12 inches. All edges of the covers shall be secured to maintain a moist environment (100% minimum relative humidity). Controlled and gradual termination of the final curing method cycle shall occur after all specified conditions are met (see *Table 6: Termination of Curing Cycle for Curing Covers*).

Table 6: Termination of Curing Cycle for Curing Covers

Sustained Ambient Temperature	Compressive Strength
$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$	$\geq 70\% f'_c$

N. Stripping.

The Fabricator shall not strip forms or handle the Precast Concrete Highway Unit until Quality Control compressive strength cylinders attain a minimum compressive strength of 70% Design Strength (f'_c).

O. Handling and Storage of Precast Concrete Highway Units.

Precast Concrete Highway Units shall not be exposed to temperatures below 50°F until Quality Control compressive strength results have achieved 70% f'_c . Precast units shall be lifted at the designated points by approved lifting devices embedded in the concrete and in accordance with proper lifting and handling procedures. Storage areas shall be smooth and well compacted to prevent damage due to differential settlement. Precast units shall be supported on the ground by means of continuous blocking.

Precast units shall be loaded on a trailer with continuous blocking. Shock-absorbing cushioning material shall be used at all bearing points during transportation of the precast units. Blocking shall be provided at all locations of tie-down straps. The precast units shall not be subject to damaging torsional or impact stresses.

P. Repairs and Replacement (not including Proprietary Retaining Wall Systems)

Where noted, defects shall be repaired according to the PCI Northeast Region Guidelines for Resolution of Non-Conformances in Precast Concrete Highway Units, Report Number PCINE-18-RNPCBE. Please note that reference to PCINE-18-RNPCBE is made for repair details only. In the case of conflict with this specification, this specification shall govern.

Any required repairs shall utilize materials listed on the MassDOT QCML. All repairs shall be completed at the expense of the Contractor.

Q. Repairs and Replacement for Proprietary Retaining Wall Systems.

In the event defects are identified, they shall be classified in the following categories and a non-conformance report (NCR) shall be filed if required. The NCR shall be submitted to MassDOT for review. Defects in all categories shall be documented by plant Quality Control personnel and made available to MassDOT upon request. Any required repairs shall utilize materials listed on the MassDOT QCML.

1. Category 1, Surface Defects.

Category 1 defects do not need to be repaired, and an NCR does not need to be filed. Surface defects are defined as:

SUBSECTION M4.02.14 PRECAST UNITS (Continued)

- (a) Surface voids or bug holes that are less than 5/8-inch in diameter and less than 1/4-inch deep, except when classified as Category 3
- (b) cracks less than or equal to 0.006" wide

2. Category 2, Minor Defects.

Category 2 defects shall be repaired and documented. Non-conformance Reports are not required for this category. Documentation of the repair shall be submitted to the MassDOT District Engineer. Minor defects are defined as:

- (a) Spalls, honeycombing, surface voids that are less than 2 inches deep and have no dimension greater than 12 inches
- (b) Cracks greater than 0.006" and less than or equal to 0.060"
- (c) Broken corners without exposed reinforcing steel

Defects and cracks shall be repaired according to the Guidelines for Resolution of Non-Conformances in Precast Concrete Highway Units, Report Number PCINE-18-RNPCBE and this specification. All repairs shall be completed at the expense of the Contractor. Any required repairs shall utilize materials listed on the MassDOT QCML.

3. Category 3, Rejectable Defects.

Rejectable defects as determined by the MassDOT Inspector and MassDOT Resident Engineer will be rejected, unless the Fabricator receives MassDOT approval of a Non-Conformance Report. Some rejectable defects are defined as:

- (a) Surface defects on more than 5% of the surface area
- (b) Minor defects that in total make up more than 5% of the surface area of the unit
- (c) Concentrated area of defects consisting of four or more Category 2 Defects within a 4-square foot area.
- (d) Exposed reinforcing steel
- (e) Spalls, honeycombing and surface voids that are deeper than 2 inches or have any dimension greater than 12 inches, when measured along a straight line
- (f) Cracks greater than 0.060" in width
- (g) Elements fabricated outside of the specified tolerances
- (h) Compressive strength that does not meet the specified Design Strength, f'_c

R. Loading.

Prior to the Fabricator loading the Precast Concrete Highway Unit on to the truck for shipping, the Fabricator shall provide the MassDOT Plant Inspector and RMS a minimum seven (7) days' notice of the Fabricator's intent to load the Precast Concrete Highway Unit. Inspection by the MassDOT Plant Inspector shall take place while the element is still on dunnage in the yard. The element shall not be loaded onto the truck until the MassDOT Plant Inspector has performed the inspection.

S. Shipping.

Prior to shipment, the Fabricator shall perform the following actions and provide the required documentation to the MassDOT Plant Inspector:

SUBSECTION M4.02.14 PRECAST UNITS (Continued)

- (a) Precast Concrete Highway Units shall remain at the Fabricator's plant for a minimum of 7 days after cast date.
- (b) QC Inspection Reports shall be signed by the Quality Control Manager and provided to the MassDOT Plant Inspector.
- (c) QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the Precast Concrete Highway Unit's representative Sublot shall be generated by the Fabricator and provided to the MassDOT Plant Inspector.
- (d) Certificate of Compliance shall be generated by the Fabricator as described under the Fabricator Quality Control section and provided to the MassDOT Plant Inspector.
- (e) All MassDOT RMS approved Corrective Actions submitted on the Non-Conformance Reports (NCR), shall be verified to have been completed by the MassDOT Plant Inspector and Quality Control Manager.
- (f) All NCRs shall be signed off by the Quality Control Manager and MassDOT Inspector and/or MassDOT RMS.

T. Delivery.

Upon Delivery, the following documentation shall be provided to the MassDOT Resident Engineer or designee:

- (a) QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the Precast Concrete Highway Unit's representative Sublot.
- (b) Certificate of Compliance generated by the Fabricator as described under the *Fabricator Quality Control* section.
- (c) QC Inspection Reports signed by the Quality Control Manager.

The Contractor shall inspect Precast Concrete Highway Units upon receipt at the site. Precast Concrete Highway Units damaged during delivery shall be repaired or replaced at MassDOT's direction at no cost to MassDOT..

DOCUMENT 00713

Subsection 701
Cement Concrete Sidewalks, Pedestrian Curb Ramps, and Driveways
and
Guide to the Interim Subsection 701
Cement Concrete Sidewalk Specification

(March 31, 2022)

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SUSECTION 701: CEMENT CONCRETE SIDEWALKS, PEDESTRIAN CURB RAMPS, AND DRIVEWAYS

Replace this Subsection with the following:

**INTERIM SUBSECTION 701: CEMENT CONCRETE SIDEWALKS,
PEDESTRIAN CURB RAMPS, AND DRIVEWAYS****DESCRIPTION****701.20: General**

This work shall consist of the construction of cement concrete sidewalks, pedestrian curb ramps, and driveways in accordance with the specifications and within the tolerances established on the plans.

MATERIALS**701.30: General**

Materials shall meet the requirements specified in the following Subsections of Division III, Materials except as noted herein:

Gravel Borrow, Type b.....	M1.03.0
Cement Concrete ($\geq 4,000$ psi).....	M4.02.00
Preformed Expansion Joint Filler.....	M9.14.0 ^[1]

^[1] Preformed expansion joint filler shall conform to Subsection M9.14.0 or ASTM D8139.

The following best practices may be incorporated into the cement concrete mix design at no additional cost to the Department as identified herein.

A. Combined Aggregate System.

The combined aggregate system for the mix design may be analyzed using the Tarantula Curve, Shilstone Chart, fineness modulus, and coarse aggregate content to enhance the properties of the concrete.

1. Tarantula Curve.

The combined aggregate system for the mix design may be analyzed using the Tarantula Curve to evaluate potential properties of the concrete, including workability, segregation, edge slumping, surface finishing, and cohesion.

Table 701.30-1: Tarantula Curve Particle Size Distribution

Sieve Opening	Percent by Mass Targets (%)		Percent by Mass Retained (%)		
	Passing	Retained			
1-1/2 in.	100	—	—	—	—
1 in.	92	8	0 – 16	—	—
3/4 in.	82	10	0 – 20	—	—
1/2 in.	69	13	4 – 20	—	—
3/8 in.	56	13	4 – 20	—	—
No. 4	43	13	4 – 20	—	—
No. 8	37	6	0 – 12	Coarse Sand 20 – 40	—
No. 16	31	6	0 – 12		—
No. 30	18	13	4 – 20		Fine Sand 24 – 34
No. 50	5	13	4 – 20	—	
No. 100	0	5	0 – 10	—	
No. 200	0	0	0 – 2	—	

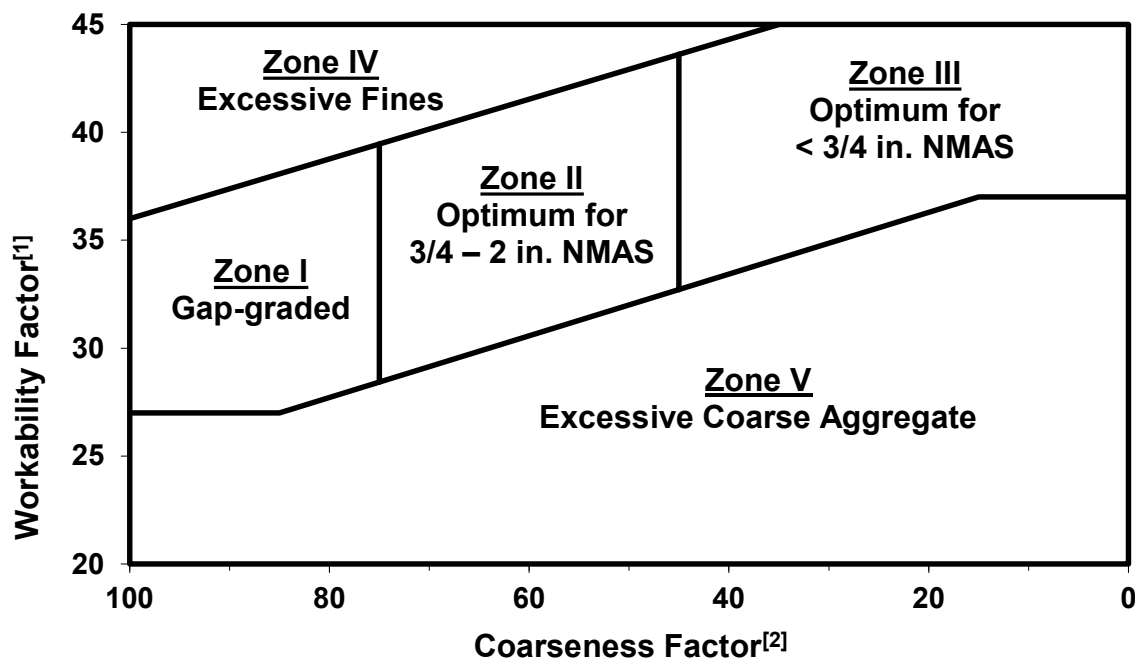
2. Shilstone Workability-Coarseness Chart.

The combined aggregate system for the mix design may be analyzed using the Shilstone Workability-Coarseness Chart, to evaluate potential properties of the concrete, including workability.

Table 701.30-2: Shilstone Workability-Coarseness

Zone	Property	Cause
Zone I	Gap-graded; High potential for segregation during placement and consolidation; Cracking, blistering, spalling, and scaling	Deficiency in intermediate particles; Non-cohesive
Zone II	Optimum mixture for nominal maximum aggregate size from 2 in. – 3/4 in.	Optimized workability factor and coarseness factor
Zone III	Optimum mixture for nominal maximum aggregate size < 3/4 in.	Optimized workability factor and coarseness factor
Zone IV	Sticky; High potential for segregation during consolidation and finishing; Variable strength, high shrinkage, cracking, curling, spalling, and scaling	Excessive fines
Zone V	Rocky; Lacking plasticity	Excessive amount of coarse and intermediate aggregate

Figure 701.30-1: Shilstone Workability-Coarseness Chart



^[1] The workability factor is determined by the equation $WF = W + (C - 564) / 38$, where WF = workability factor, W = percent passing No. 8 sieve and C = total cementitious materials content.

^[2] The coarseness factor is determined by the equation $CF = (Q/R) / 100$, where CF = coarseness factor, Q = cumulative percent retained on 3/8 in. sieve and R = cumulative percent retained on No. 8 sieve.

3. Fineness Modulus.

The combined aggregate system for the mix design may be analyzed using the fineness modulus, to evaluate potential properties of the concrete, including the fineness or coarseness of the mix design and estimating the design proportions of fine and coarse aggregates. The coarseness of the mix design increases as the fineness modulus increases. The fineness modulus is determined by calculating the total cumulative percentages by mass retained on each designated sieve and dividing by 100.

4. Coarse Aggregate Content.

The combined aggregate system for the mix design may be analyzed using the coarse aggregate content. The coarse aggregate content is determined by calculating the total cumulative percentages by mass retained on the No. 4 sieve.

B. Paste System.

The quality of the paste system is determined by the water-cementitious ratio, air content, cementitious materials, and chemical admixtures incorporated into the mix design.

1. Water-Cementitious Ratio.

The water-cementitious ratio for the mix design may be analyzed to evaluate potential properties of the concrete, including strength, concrete and reinforcement bonding, and resistance to freezing, thawing, de-icing, sulfate reaction, corrosion of steel reinforcement, drying shrinkage, cracking, and

volume change from wetting and drying. The water-cementitious ratio is determined by calculating the total water content by mass and dividing by the total cement and supplementary cementitious material (SCM) content by mass. The recommended water-cementitious ratio design target is identified in Table 701.30-3. The water-cementitious ratio shall be less than or equal to 0.45.

Table 701.30-3: Freezing, Thawing, and De-icing Resistance

Exposure Class	Severity	Condition	Water-Cementitious Ratio
			Requirement
F3	Very Severe	Exposed to freezing and thawing cycles and accumulation of snow, ice, and de-icing chemicals; Frequent exposure to water	≤ 0.45

2. Air Content.

The air content for the mix design may be analyzed to evaluate potential properties of the concrete, including strength and resistance to freezing, thawing, de-icing, and sulfate reaction. The recommended air content design targets are identified in Table 701.30-4.

Table 701.30-4: Freezing, Thawing, and De-icing Resistance

Exposure Class	Severity	Condition	Nominal Maximum Aggregate Size (in.)	Air Content Target Recommendation (%)
F3	Very Severe	Exposed to freezing and thawing cycles and accumulation of snow, ice, and de-icing chemicals; Frequent exposure to water	3/8	7.5
			1/2	7.0
			3/4	7.0
			1	6.5
			1 1/2	6.5

3. Cement and Supplementary Cementitious Materials Content.

The cement and supplementary cementitious materials content incorporated into the mix design shall promote quality properties of the cement concrete, including resistance to alkali silica reaction, freezing, thawing, de-icing, and sulfate reaction. Incorporation of supplementary cementitious materials (SCM) in cement concrete may affect workmanship properties, including workability, bleed rate, setting time, and other properties. Adequate adjustments in Contractor workmanship practices, including placement, finishing, curing, and other construction practices shall be required to account for these changes in properties and to prevent scaling due to freezing, thawing, and de-icing cycles. The cement and supplementary cementitious materials content shall meet the design criteria identified in Table 701.30-5.

Table 701.30-5: Alkali Silica Reaction and Freezing, Thawing, and De-icing Resistance^{[1][2]}

Exposure Class	Severity	Condition	Material	Replacement by Weight of Cement (%)
F3	Very Severe	Exposed to freezing and thawing cycles and accumulation of snow, ice, and de-icing chemicals; Frequent exposure to water	Low Alkali Cement ($\leq 0.60\%$ Alkalinity)	–
			Blended Hydraulic Cement ^[3]	–
			Fly Ash (Class F)	15 – 30
			Slag (Grade 100 or 120)	25 – 50
			Silica Fume	5 – 10
			Total SCM	≤ 50
			Total Fly Ash and Silica Fume	≤ 35

^[1] Acceptable replacement by weight of cement for alkali silica reaction resistance shall be determined by the alkali silica reaction resistance performance test results and the criteria identified in Table 701.73-1: Minimum Acceptance Sampling and Testing Requirements.

^[2] Test results meeting the alkali silica reaction resistance performance criteria of Table 701.30-6: Alternative Performance Evaluation to Alkali Silica Reaction Resistance Design Criteria may supersede the replacement by weight of cement design criteria.

^[3] SCMs in blended hydraulic cement shall meet the criteria identified for fly ash, slag, and silica fume.

Table 701.30-6: Alternative Performance Evaluation to Alkali Silica Reaction Resistance Design Criteria

Method	Quality Characteristic	Criteria
C295	Petrographic Examination for Potential Alkali Aggregate Reactive Constituents and Deleterious Materials in Aggregate ^[1]	–
	Optically Strained, Microfractured or Microcrystalline Quartz (%)	≤ 5.0
	Chert or Chalcedony (%)	≤ 3.0
	Trydimite or Cristobalite (%)	≤ 1.0
	Opal (%)	≤ 0.5
	Natural Volcanic Glass (%)	≤ 3.0
T 380	Alkali Silica Reaction Resistance: Expansion of Miniature Concrete Prisms at 56 days (%)	≤ 0.03 ^[2]

^[1] Examination of aggregate shall be performed and reported to identify and quantify potential alkali-aggregate reactive constituents and deleterious materials in aggregate, as defined in ASTM C294 Standard Descriptive Nomenclature for Constituents of Concrete Aggregates and ASTM C295 Standard Guide for Petrographic Examination of Aggregates for Concrete.

^[2] 56-day expansion results greater than 0.03 but less than or equal to 0.04 shall be considered non-reactive if the average two-week rate of expansion from day 56 to day 84 is less than or equal to 0.01%, otherwise, expansion results shall be considered reactive.

4. Chemical Admixtures.

Chemical admixtures may be incorporated into the mix design to enhance the properties of the concrete.

Table 701.30-7: Chemical Admixtures

Spec.	Type	Chemical Admixture	Properties
M 194	A	Water-Reducing	Increases Workability and Air Content; Decreases Water Demand (5 – 10%, 3 – 6 in. Slump)
	B	Retarding	Increases Initial and Final Setting Time, Air Content, Long-Term Strength; Offsetting of Accelerating Effect of Hot Weather; Decreases Early-Age Strength
	C	Accelerating	Increases Early-Age Strength; Decreases Initial and Final Setting Time
	D	Water-Reducing and Retarding	Type A and Type B Admixture Properties
	E	Water-Reducing and Accelerating	Type A and Type C Admixture Properties
	F	High Range Water-Reducing	Increases Workability (More Effective than Type A), Air Content, Early-Age Strength, and Ultimate Strength; Decreases Water Demand (12 – 40%, > 6 in. Slump) and Permeability
	G	High Range Water-Reducing and Retarding	Type F and Type B Admixture Properties
	S-SRA	Shrinkage Reducing	Increases Setting Time; Decreases Drying Shrinkage Cracking and Bleed Rate
	S-CRA	Crack Reducing	Decreases Cracking (More Effective than SRAs) and Crack Width
M 154	AEA	Air-Entraining	Increases Cohesion, Workability, Stabilization of Air Bubbles, Resistance to Freezing, Thawing, and De-icing, Resistance to Alkali-Reactive Environment, and Resistance to Sulfate Reaction
M 194 ^[1]	MRWRA	Mid Range Water-Reducing	Type A and Type F Admixture Properties; Increases Workability (Especially Concrete with SCMs); Decreases Water Demand (6 – 12 %, 5 – 8 in. Slump)
C1622	CWA	Cold Weather	Increases Hydration Rate; Decreases Freezing Point of Mixing Water

^[1] Mid range water-reducing admixtures (MRWRA) may meet either water-reducing (A) or high range water-reducing (F) admixture criteria.

5. Paste Content.

The paste content for the mix design may be optimized to enhance potential properties of the concrete, including workability, strength, permeability, and resistance to drying shrinkage and cracking and volume change from wetting and drying. The volume of paste should adequately fill the voids and provide sufficient separation between the aggregate particles to promote workability and effective bonding of particles.

Table 701.30-8: Paste Content

Mix Design Characteristic	Recommendation
Volume of Cement Concrete (cf) ^[1]	27
Paste Content (%) ^[2]	≤ 28 ^[3]
Paste Content to Aggregate Void Content Ratio ^[4]	1.25 – 1.75
Excess Volume of Paste for Workability (%) ^[5]	–

^[1] The volume of cement concrete is determined by the following equation, where W = Weight (lbs.), SG = Specific Gravity, D = Density (pcf), and V = Volume (cf).

$$\begin{aligned}
 V_{\text{CEMENT}} &= W_{\text{CEMENT}} / SG_{\text{CEMENT}} * D_{\text{WATER}} \\
 V_{\text{SCM}} &= W_{\text{SCM}} / SG_{\text{SCM}} * D_{\text{WATER}} \\
 V_{\text{ADMIXTURE}} &= V_{\text{ADMIXTURE in oz.}} / 957.5 \text{ oz. per cf} \\
 V_{\text{WATER}} &= V_{\text{WATER in gal.}} / 7.48 \text{ gal. per cf} \\
 V_{\text{COARSE}} &= W_{\text{COARSE}} / SG_{\text{COARSE}} * D_{\text{WATER}} \\
 V_{\text{FINE}} &= W_{\text{FINE}} / SG_{\text{FINE}} * D_{\text{WATER}} \\
 V_{\text{CONCRETE}} &= V_{\text{CEMENT}} + V_{\text{SCM}} + V_{\text{ADMIXTURE}} + V_{\text{WATER}} + V_{\text{COARSE}} + V_{\text{FINE}} + V_{\text{AIR}}
 \end{aligned}$$

^[2] The paste content by volume of cement concrete is determined by the following equation, where V = Volume (cf) and PC = Paste Content (%).

$$\begin{aligned}
 V_{\text{PASTE}} &= V_{\text{CEMENT}} + V_{\text{SCM}} + V_{\text{ADMIXTURE}} + V_{\text{WATER}} \\
 PC_{\text{CONCRETE}} &= V_{\text{PASTE}} / V_{\text{CONCRETE}}
 \end{aligned}$$

^[3] The cracking tendency of structural concrete is significantly reduced when the paste content by volume is less than or equal to 28 percent.

^[4] The paste content to aggregate void content ratio is determined by the following equation, where D = Density (pcf), SG = Specific Gravity, BD = Bulk Density (pcf), VC = Void Content (%), V = Volume (cf), AVC = Aggregate Void Content (%), PC = Paste Content (%), and R = Ratio. Workability increases as the paste content to aggregate void content ratio increases. Decreased paste content to aggregate void content ratios will result in decreased workability, where water-reducing admixtures provide no benefit.

$$\begin{aligned}
 VC_{\text{COARSE}} &= SG_{\text{COARSE}} * D_{\text{WATER}} - BD_{\text{COARSE}} / D_{\text{COARSE}} \\
 VC_{\text{FINE}} &= SG_{\text{FINE}} * D_{\text{WATER}} - BD_{\text{FINE}} / D_{\text{FINE}} \\
 VC_{\text{AGGREGATE}} &= [(V_{\text{COARSE}} / (V_{\text{COARSE}} + V_{\text{FINE}})) * VC_{\text{COARSE}} + (V_{\text{FINE}} / (V_{\text{COARSE}} + V_{\text{FINE}})) * VC_{\text{FINE}}] \\
 AVC_{\text{CONCRETE}} &= [VC_{\text{AGGREGATE}} * ((V_{\text{COARSE}} + V_{\text{FINE}}) / V_{\text{CONCRETE}})]
 \end{aligned}$$

$$R_{PC-AVC} = PC_{CONCRETE} / AVC_{CONCRETE}$$

^[5] The excess paste content for workability is determined by the following equation, where PC = Paste Content (%), AC = Air Content (%), AVC = Aggregate Void Content (%), and EPC = Excess Paste Content for Workability (%).

$$EPC_{CONCRETE} = PC_{CONCRETE} + AC_{CONCRETE} - AVC_{CONCRETE}$$

C. Initial Curing Materials.

The materials and procedures used for initial curing methods of cement concrete shall meet the Manufacturer's instructions and recommendations and the requirements specified herein.

Cement concrete with a low to negligible bleeding rate, exposure to highly evaporative environments, high content of silica fume, fine cement, or other fine cementitious material, low water to cementitious ratio, high air content, or water-reducing admixtures have an increased susceptibility to surface drying and plastic shrinkage between placement and finishing operations. Initial curing materials and procedures shall be applied immediately after the bleed water sheen has disappeared from the surface of the concrete or the concrete surface exhibits loss of moisture and surface drying, between placement and finishing operations. Initial curing materials shall not be worked into the surface in subsequent finishing operations.

1. Liquid-Applied Evaporation Reducers.

Liquid-applied evaporation reducers used for initial curing methods shall produce an effective monomolecular film over the bleed water layer, to reduce the rate of evaporation of the bleed water from the surface and plastic shrinkage when the evaporation rate equals or exceeds the bleeding rate.

D. Intermediate Curing Materials.

The materials and procedures used for intermediate curing methods of cement concrete shall meet the Manufacturer's instructions and recommendations and the requirements specified herein.

In instances where finishing operations have been completed prior to the concrete achieving final set and the concrete surface exhibits loss of moisture and surface drying, the following curing materials and procedures shall be applied immediately to the concrete surface prior to the application of final curing materials, to prevent the loss of moisture without damaging the concrete surface, until final set of the concrete has been achieved and final curing materials have been applied to the concrete surface.

- 701.30.C.1: Liquid-Applied Evaporation Reducers
- 701.30.E.3.a: Liquid Membrane-Forming Compounds for Curing
- 701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing

E. Final Curing Materials.

The materials and procedures used for final curing methods of cement concrete shall meet the Manufacturer's instructions and recommendations and the requirements specified herein.

Curing water shall be free of deleterious impurities, causing staining and deterioration. The potential staining ability of curing water shall be evaluated by means of CRD-C401 (US Army Corps

of Engineers 1975) for instances where curing water quality is questioned. Curing water shall not exceed a temperature differential of more than 20°F from the internal concrete temperature, to prevent cracking due to temperature gradients causing strain that exceeds the strain capacity of concrete. Curing water shall remain above freezing temperatures throughout the duration of the curing cycle.

Final curing materials and procedures shall be applied to the concrete surface immediately after application of initial and intermediate curing materials, finishing operations, and final set of cement concrete, to prevent the loss of moisture and surface drying.

Materials used for final curing methods of cement concrete shall accommodate all exposed cement concrete surfaces with a continuous application of moisture throughout the entire duration of the final curing method cycle and provide controlled and gradual termination of the final curing method cycle.

Final curing materials applied to the concrete shall allow the concrete to mature sufficiently to achieve its designed and desired properties, including strength, volume stability, permeability, durability, and resistance to freezing, thawing, and de-icing cycles. Insufficient application of final curing materials results in decreased strength and durability of the top surface of concrete.

Protection to the concrete surface and curing materials shall be required in instances where adverse weather conditions are present, until curing operations can be initiated without damaging the surface of the concrete.

Final curing materials and procedures shall be applied to the concrete surface throughout the entire duration of the curing cycle and meet minimum sustained temperature, duration, and strength requirements, as specified in applicable Division II: Construction Details and herein. Controlled and gradual termination of the final curing method cycle shall begin only after all specified conditions are met, until the concrete gradually cools to within 20°F of the ambient temperature.

1. Saturated Covers.

Saturated covers used for final curing methods shall meet AASHTO M 182, Class 3. Saturated covers shall be in good condition, free from holes, tears, or other defects that would render it unsuitable for curing cement concrete and cementitious materials. Saturated covers shall be dried to prevent mildew when storing. Prior to application, saturated covers shall be thoroughly rinsed in water and free of harmful substances that are deleterious or cause discoloration to cement concrete and cementitious materials. Saturated covers shall have sufficient thickness and proper positioning onto the surface to maximize moisture retention. Saturated covers shall contain a sufficient amount of moisture to prevent moisture loss from the surface of cement concrete and cementitious materials. Saturated covers shall have the ability to retain sufficient moisture from continuous watering so that a film of water remains on the surface of cement concrete and cementitious materials throughout the entire duration of the final curing method cycle. Saturated covers shall not absorb water from cement concrete and cementitious materials. Polyethylene film may be applied over the saturated cover to limit the amount of continuous watering required for sufficient moisture retainage. Saturated covers shall accommodate uniform and slow drying of cement concrete and cementitious materials surfaces immediately prior to removal.

2. Sheet Materials.

Sheet materials, including polyethylene film, white burlap-polyethylene sheeting, and reinforced paper, used for final curing methods shall meet ASTM C171 and the requirements specified herein. Sheet materials shall inhibit moisture loss and reduce temperature rise in concrete exposed to radiation from the sun during the final curing method cycle. Adjoining covers shall overlap not less than 12 inches. All edges of the sheet materials shall be secured to maintain a moist environment.

a. Polyethylene Film.

Polyethylene film shall be clear, white, or black in color and consist of a single sheet manufactured from polyethylene resins, be free of visible defects, including tears, wrinkles, and discontinuity. The film shall prohibit mottling and uneven spots from appearing on the surface of concrete, due to variations in temperature, moisture content, or both. Application of additional curing water under the film or application of a polyethylene film bonded to absorbent fabric to the concrete surface may be required to prevent mottling and to retain and evenly distribute the moisture. Polyethylene film shall accommodate concrete surfaces with constant contact without damage. The film shall be sufficient in length to extend beyond the edges of the concrete surface. Edges of adjacent polyethylene film shall overlap a minimum of 6 inches and be tightly sealed with the use of sand, wood planks, pressure-sensitive tape, mastic, or glue to maintain close contact with the concrete surface, retain moisture, and prevent the formation of air pockets throughout the entire duration of the final curing method cycle.

i. White Polyethylene Film.

White polyethylene film shall minimize heat gain caused by absorption of solar radiation and shall be exclusively used during warm weather applications.

ii. Clear and Black Polyethylene Films.

Clear and black polyethylene films shall inhibit absorption of solar radiation for cold weather applications.

b. White Burlap-Polyethylene Sheeting.

White burlap-polyethylene sheeting shall be securely bonded to the burlap so to avoid separation of the materials during handling and curing of the concrete.

c. Reinforced Impervious Paper.

Reinforced impervious paper shall be white in color, consist of two sheets of kraft paper cemented together with a bituminous adhesive, and reinforced with embedded cords or strands of fiber running in both directions. Reinforced impervious paper shall be free of holes, tears, and pin holes from deterioration of the paper through repeated use. Reinforced impervious paper shall be treated to prevent tearing when wetted and dried. Reuse of reinforced impervious paper shall be permitted so long as it is able to retain moisture on the surface of concrete. The paper shall be discarded and prohibited from use when moisture is no longer retained in the material.

3. Liquid Membrane-Forming Compounds.

Compounds shall form a continuous, non-yellowing, and durable film with quality moisture-retention properties. Compounds shall maintain the relative humidity of the concrete surface

above 80% for seven days to sustain cement hydration. Compounds shall not affect the original color of the concrete surface. Compounds shall not degrade due to exposure to ultraviolet light from direct sunlight. Compounds shall meet the local and federal allowable Volatile Organic Compound (VOC) content limits.

White-pigmented compounds shall be used in instances where solar-heat gain is concern to the concrete surface. White-pigmented compounds shall be agitated in the container prior to application to prevent pigment from settling out resulting in non-uniform overage and ineffective curing.

Careful considerations shall be made by the Contractor to determine if the evaporation rate is exceeding the rate of bleeding, thus causing the surface to appear dry even though bleeding is still occurring. To diagnose and prevent this condition, the Contractor may place a transparent plastic sheet over a test area of the uncured and unfinished concrete surface and shall determine if any bleed water accumulates under the plastic. Under such conditions, the application of liquid membrane-forming compounds to the concrete surface shall be delayed to prevent bleed water from being sealed below the concrete surface, map cracking of the membrane films, reduction in moisture-retention capability, and the need for reapplication of the compound.

Prior to use, compounds shall be thoroughly mixed, stirred, and agitated per the Manufacturer's instructions and recommendations.

Compounds shall be applied continuously and uniformly to the surface of the concrete per the Manufacturer's instructions and recommendations. Compounds shall be applied immediately after the disappearance of the surface water sheen following final finishing. Applying of the compound immediately after final finishing and before all free water on the surface has evaporated will help prevent the formation of cracks. When using compounds to reduce moisture loss from formed surfaces, the exposed surface shall be wetted immediately after form removal and kept moist until the curing compound is applied. The concrete shall be allowed to reach a uniformly damp appearance with no free water on the surface, and then application of the compound shall begin at once. Delayed application will result in surface drying, absorption of the compound into the concrete, and no forming of a continuous membrane.

The concrete surface shall be damp when the compound is applied. Power-driven spray equipment shall be used for uniform application of compounds on large paving projects. Spray nozzles recommended by the compound Manufacturer and use of windshields shall be arranged by the Contractor to prevent wind-blown loss of compound and to ensure proper coverage application rates are achieved. The compound shall be applied by power sprayer, using appropriate wands and nozzles with pressures between 25 and 100 psi. The Contractor shall fill the power sprayer with curing compound from the Manufacturer's original container in the presence of the Engineer. Any dilution as recommended by the Manufacturer shall take place in the presence of the Engineer. For very small areas such as repairs, the compound shall be applied with a wide, soft-bristled brush or paint roller.

The Contractor shall verify the application rate and procedures are in accordance with the Manufacturer's instructions and recommendations. At least one uniform coat shall be applied at a rate of 150 to 200 ft²/gallon. On very deeply textured surfaces, the surface area to be treated shall be at least twice the surface area of the surface. In such cases, two separate applications may be needed, each at 200 ft²/gallon or greater if specified by the Manufacturer to achieve the desired

moisture retention rate, with the first being allowed to become tacky before the second is applied. If two coats are necessary to ensure complete coverage, for effective protection the second coat should be applied at right angles to the first. Complete coverage of the surface shall be attained due to the potential for formation of small pinholes in the membrane, which will result in loss of moisture from the concrete. Compounds shall not sag, run off peaks, or collect in grooves.

Compounds and procedures shall be compatible with concrete surfaces receiving subsequent applications or placements of concrete, overlays, coatings, paints, sealers, finishes or other toppings to ensure acceptable bonding to the concrete. Testing to establish compatibility among the curing compound, subsequent surface treatments, concrete moisture content and the actual finished surface texture of the concrete shall be conducted when compatibility is not known. The compound Manufacturer shall be consulted by the Contractor to determine the compatibility of the application. Compounds shall not be applied to concrete surfaces where bonding of subsequent applications or placements is incompatible or is of concern. The use of wax-based curing compounds shall be prohibited in instances where concrete surfaces are subject to additional toppings and vehicular, pedestrian, or other traffic. Deliberate removal of compounds in the presence of the Engineer and in accordance with Manufacturer's instructions and recommendations shall be conducted as an alternative to compatibility testing, incompatibility, or in instances where bonding is of concern. Bonding of subsequent materials may still be inhibited by the presence of the compound even after the moisture retention characteristics of the compound have diminished.

a. Liquid Membrane-Forming Compounds for Curing.

Liquid membrane-forming compounds for curing shall meet ASTM C309, the Manufacturer's instructions and recommendations, and the requirements specified herein.

Table 701.30-1: Types of Compounds for Curing

Type	Description
Type 1	Clear or translucent without dye
Type 1-D	Clear or translucent with fugitive dye
Type 2	White pigmented

Table 701.30-2: Composition Class of Compounds for Curing

Type	Description
Class A	Unrestricted composition, generally wax-based products
Class B	ASTM D883 resin-based products

b. Liquid Membrane-Forming Compounds for Curing and Sealing.

Liquid membrane-forming compounds for curing and sealing shall meet ASTM C 1315, the Manufacturer's instructions and recommendations, and the requirements specified herein.

In addition to moisture-retention capabilities compounds shall exhibit specific properties, including alkali resistance, acid resistance, adhesion-promoting quality, and resistance to degradation by ultraviolet light.

Table 701.30-3: Types of Compounds for Curing and Sealing

Type	Description
Type I	Clear or translucent
Type II	White pigmented

Table 701.30-4: Class of Compounds for Curing and Sealing

Type	Description
Class A	Non-yellowing

F. Protective Sealing Compounds.

Protective sealing compounds shall maintain valid listing on the Department Qualified Construction Materials List (QCML) and meet AASHTO M 224, NCHRP Report 244 and the requirements specified herein.

Protective sealing compounds shall sufficiently penetrate the concrete to seal the surface pores and fill the capillaries of the concrete by chemically reacting with the concrete and forming a hydrophobic layer. Protective sealing compounds shall limit the penetration of liquids, gases, and harmful substances into hardened concrete, including water, de-icing agents, and carbon dioxide to protect concrete from freezing, thawing, and de-icing cycles, corrosion of reinforcing steel, and acid attack. Protective sealing compounds shall limit the buildup of vapor pressure between the concrete and the applied sealer. Protective sealing compounds shall retard the penetration of harmful substances into hardened concrete. Protective sealing compounds shall maintain their protective properties during environmental exposure to freezing, thawing, and de-icing cycles. Protective sealing compounds shall not reduce the frictional properties of the concrete. Protective sealing compounds shall not affect the original color of the concrete surface if maintaining the original color is desired by the Department. Protective sealers shall meet the local and federal allowable Volatile Organic Compound (VOC) content limits.

Curing methods conforming to Department specifications shall be applied to the concrete prior to the application of protective sealers. Protective sealers shall not be applied to the concrete for a minimum of 28 days after placement and the surface shall be sufficiently prepared, clean, and dry for at least 24 hours with ambient temperatures exceeding 60°F. Protective sealers shall not be applied to concrete placed where freezing, thawing, and de-icing cycles are expected immediately after, due to the retainage of water in the concrete. Periodic re-application shall be required for protective penetrants requiring multiple applications and for concrete surfaces exhibiting wear to ensure long-term protection of the concrete surface.

G. Cold Weather Concreting Materials.

Cold weather concreting shall be defined as the procedures, operations, materials, and equipment required for the mixing, delivery, placement, finishing, curing, and protection of concrete during cold weather conditions, while exposed to air temperatures falling below, or expected to fall below 40°F.

The protection period shall be defined as the minimum duration required to prevent concrete from the negative effects of cold weather exposure. The protection period shall remain in place while

cold weather conditions exist. Controlled and gradual termination of the protection period shall be conducted only after 100% f'c is attained and all specified conditions are met.

The procedures, operations, materials, and equipment selected for cold weather concreting shall adequately maintain specified temperature ranges by addressing all variables, including ambient weather conditions, geometry of the structure, and mix design proportions. Concrete temperatures for cold weather concreting shall meet Table 701.30-5.

Table 701.30-5: Concrete Temperature Requirements for Cold Weather Concreting

Phase	Cold Weather Temperature (°F)	Concrete Temperature (°F)
Mixing	30-39	60-75
	0-30	65-80
	< 0	70-85
Placement	< 40	55-75
Protection Period	< 40	55-75
Termination of Protection Period – Allowable Rate of Decrease in 24 Hours	< 40	≤ 50

Cold weather concreting procedures, operations, materials, and equipment shall be developed and performed to prevent damage to concrete due to freezing at early ages, to ensure that the concrete develops the recommended strength for safe removal of forms, to maintain curing conditions that promote quality strength and durability development, to limit rapid temperature fluctuation, and to provide protection consistent with intended serviceability of the structure. The Contractor shall develop and submit to the Department for review and approval, cold weather concreting procedures for the mixing, delivery, placement, finishing, curing, and protection of concrete during cold weather, including:

- Procedures for protecting the subgrade from frost and the accumulation of ice or snow on reinforcement or forms prior to placement
- Methods and requirements for cold weather protection and temperature control of constituent materials incorporated into the mix design
- Chemical admixtures incorporated into the mix design for cold weather protection and temperature control
- Methods and requirements for cold weather protection and temperature control during mixing, delivery, placement, finishing, curing, and protection period
- Curing methods to be used during and following the protection period
- Types of covering, insulation, heating, or enclosures to be provided
- Methods for verification of in-place strength
- Procedures for measuring and recording concrete temperatures
- Procedures for preventing drying during dry, windy conditions

All procedures, operations, materials, and equipment required for adequate protection and curing shall be present and ready for use prior to concrete production.

1. Insulating Materials.

Insulating materials used for cold weather concreting shall meet the requirements specified herein. The thermal resistance of the proposed insulation system shall be determined to meet the concrete temperature range requirements specified herein. Supplemental heat, including hydronic heating systems, shall be applied in instances where insulating materials cannot achieve the concrete temperature requirements.

2. Heaters.

Heaters used for cold weather concreting including direct fired, indirect fired, and hydronic heaters shall meet ANSI A10.10 carbon monoxide limits, safety regulations for ventilation, and the stability, operation, fueling, and maintenance of heaters and the requirements specified herein.

a. Direct Fired Heaters.

Direct fired heaters generate heat to an enclosed space through the combustion of fossil fuels, including oil, kerosene, propane, gasoline, and natural gas. Hot air comprised of carbon dioxide and carbon monoxide combustion products, is discharged into the enclosed space. Direct fired heaters shall be prohibited from heating the air directly surrounding the concrete surface due to calcium carbonate formation interfering with the hydration reaction, from the reaction between the carbon dioxide generated from the combustion of fossil fuels and the calcium hydroxide on the surface of freshly placed concrete, resulting in a soft, chalky, and nondurable concrete surface. Direct fired heaters shall only be used on concrete surfaces protected from fossil fuel combustion products.

b. Indirect Fired Heaters.

Indirect fired heaters generate heat to an enclosed space through the combustion of fossil fuels, including oil, kerosene, propane, gasoline, and natural gas. The carbon dioxide and carbon monoxide combustion products are expelled through venting, resulting in clean heated air discharged into the enclosed space. Indirect fired heaters are suitable for heating the air directly surrounding the concrete surface.

c. Hydronic Heaters.

Hydronic heaters generate heat to an enclosed space through the circulation of the heat-transfer fluid in a closed system of pipes or hoses. The heat-transfer fluid is comprised of a propylene glycol water solution and is heated through the combustion of fossil fuels, including diesel fuel and kerosene. The combustion of fossil fuel occurs outside of the enclosed space and does not expose the concrete surface to the deleterious effects of carbon dioxide.

After the concrete placement achieves final set, polyethylene film or other suitable material shall sufficiently serve as a vapor barrier. The heat-transfer hoses shall be placed on top of the vapor barrier and covered with insulating materials meeting 701.30.G.1. Hydronic heaters shall be used to thaw or preheat subgrades prior to concrete placement and provide supplementary heat to insulating materials. Hydronic heaters shall provide an even distribution of heat to prevent curling and cracking induced by temperature gradients within concrete.

3. Enclosures.

Enclosures shall be made of wood, canvas tarpaulins, polyethylene film, or prefabricated rigid plastic. Enclosures shall be airtight, block wind, prevent admittance of cold air, conserve heat, and withstand wind and snow loads. Enclosures shall provide adequate headroom for craftsmen and sufficient space between the concrete and the enclosure to permit free circulation of warm air. Supplementary heat shall be supplied to enclosures by hydronic heaters, live steam, hot forced air, or indirect fired combustion heaters. Icing along the perimeter of the enclosure shall be prevented when live steam is utilized. Heaters and ducts shall be positioned to prevent the hot, dry air from overheating or drying the concrete surface. Insulating materials meeting 701.30.G.1 shall be applied as a vapor barrier to the concrete surface immediate after final set is attained.

H. Hot Weather Concreting Materials.

Hot weather concreting shall be defined as the procedures, operations, materials, and equipment required for the mixing, delivery, placement, finishing, bleed water evaporation, curing, and protection of concrete during hot weather conditions, while exposed to air temperatures exceeding, or expected to exceed 80°F; concrete temperatures approaching, or expected to approach 90°F; evaporation rates of surface water approaching, or expected to approach the bleeding rate of the concrete; high solar radiation; low relative humidity; and high wind speed.

The protection period shall be defined as the minimum duration required to prevent concrete from the negative effects of hot weather exposure, including the acceleration of rate of moisture loss and rate of cement hydration, difficulties in curing, increased concrete temperature, increased water demand, accelerated slump loss, increased rate of setting, increased tendency for plastic shrinkage and thermal cracking, increased potential for cold joints, and difficulties in controlling entrained air content. The protection period shall remain in place while hot weather conditions exist. Controlled and gradual termination of the protection period shall be conducted when conditions permit. The allowable rate of temperature decrease shall not exceed 5°F per hour and meet the allowable rate of temperature decrease specified in 701.30.G: Cold Weather Concreting Materials.

The procedures, operations, materials, and equipment selected for hot weather concreting shall adequately maintain specified temperature ranges and evaporation rates by addressing all variables, including ambient weather conditions, geometry of the structure, and mix design proportions. Initial materials meeting 701.30.C: Initial Curing Materials shall be applied to the concrete surface while the concrete and air temperatures, relative humidity of the air, and the wind speed have the capacity to evaporate free water from the fresh concrete surface at a rate that is equal to or greater than bleeding rate of the concrete. The evaporation rate of surface water shall be determined by the following equation:

$$E = (T_c^{2.5} - r * T_a^{2.5})(1 + 0.4V) \times 10^{-6}$$

where E = evaporation rate of water-covered surface (lb/ft²/hr), T_c = concrete temperature of the evaporating surface (°F), r = relative humidity of air surrounding the evaporating surface (%), T_a = temperature of the air surrounding the evaporative surface (°F), and V = average wind speed 20 inches above the evaporating surface. The air surrounding the evaporating surface shall be defined as the air approximately 4 to 6 feet above the evaporating surface on the windward side and shielded from the sun's rays.

Hot weather concreting procedures, operations, materials, and equipment shall be developed and performed to prevent damage to concrete and promote long-term durability. The Contractor shall develop and submit to the Department for review and approval, hot weather concreting procedures for the mixing, delivery, placement, finishing, curing, and protection of concrete during hot weather, including:

- Procedures for preparing the subgrade prior to placement
- Methods and requirements for hot weather protection and temperature control of constituent materials incorporated into the mix design
- Chemical admixtures incorporated into the mix design for hot weather protection and temperature control
- Methods and requirements for hot weather protection and temperature control during mixing, delivery, placement, finishing, curing, and protection period
- Initial curing methods to be used to reduce surface evaporation
- Curing methods to be used during and following the protection period
- Types of covering, insulation, cooling, or enclosures to be provided
- Evaporation rate and bleeding rate of concrete calculations
- Procedures for measuring and recording concrete temperatures
- Procedures for preventing drying during dry, windy conditions

All procedures, operations, materials, and equipment required for adequate protection and curing shall be present and ready for use prior to concrete production.

CONSTRUCTION METHODS

701.40: Pre-Placement

A. Excavation.

Excavation of the area shall be in accordance with the applicable portions of Subsection 120: Excavation.

B. Subgrade and Subbase.

The subgrade for the sidewalks and driveways shall be shaped parallel to the proposed surface of the sidewalks and driveways and thoroughly compacted. All depressions in the subgrade shall be filled with suitable material and again compacted until the surface is smooth and hard. Prior to the placement of the subbase, the Contractor shall inspect the prepared subgrade to ensure that it is in conformance with the required grade and cross-section. Subgrade shall be fine graded to meet the applicable requirements of Subsection 170: Grading.

After the subgrade has been prepared, a gravel subbase shall be placed upon it. After being compacted thoroughly, the subbase shall be at least 8 inches thick and parallel to the proposed surface of the sidewalk. Prior to the placement of the cement concrete, the Contractor shall inspect the prepared subbase material to ensure that it is in conformance with the required grade and cross-section. Subbase material that is not in accordance with the plans or specifications shall be reworked or replaced to meet the applicable requirements of Subsection 170: Grading before the start of cement concrete placement. When placing cement concrete, the compacted subbase shall not be frozen or have standing water.

C. Forms.

Side forms and transverse forms shall be smooth, free from warp, of sufficient strength to resist springing out of shape, of a depth to conform to the thickness of the proposed sidewalk or pedestrian curb ramp and of a type satisfactory to the Engineer.

All mortar or dirt from previously used forms shall be completely removed prior to use. The forms shall be well staked and thoroughly graded and set to the established lines with their upper edge conforming to the grade of the finished sidewalk or pedestrian curb ramp which shall have sufficient pitch to the roadside edge to provide for surface drainage.

All pedestrian curb ramp joints and transition sections which define grade changes shall be formed staked and checked for dimension, grade and slope conformance prior to placing cement concrete.

All forms shall be oiled before placing concrete.

701.41: Placement

The concrete shall be placed in alternate slabs 30 ft long except as otherwise ordered. The slabs shall be separated by transverse preformed expansion joint filler ½ in. thick.

Preformed expansion joint filler shall be placed adjacent to or around existing structures as directed.

Detectable warning panels conforming to the plans shall be securely incorporated into the work by means acceptable to the Engineer.

On the foundation as specified above, the concrete shall be placed in such quantity that after being thoroughly consolidated in place it shall be 4 in. deep. At driveways, the sidewalks shall be 6 in. deep.

In conveying the concrete from the place of mixing to the place of deposit, the operation shall be conducted in such a manner that no mortar will be lost, and the concrete shall be so handled that the concrete will be of uniform composition throughout, showing neither excess nor lack of mortar in any one place.

The surface of all concrete sidewalks shall be uniformly scored into block units of areas not more than 36 ft². The depth of the scoring shall be at least ½ in. deep and no more than ½ in. wide.

701.42: Initial Curing

In instances where the bleed water sheen has disappeared from the surface of the concrete or the concrete surface exhibits loss of moisture and surface drying between placement and finishing operations, the Contractor shall apply one of the following initial curing materials and procedures meeting 701.30.C: Initial Curing Materials until finishing operations occur.

- 701.30.C.1: Liquid-Applied Evaporation Reducers

Initial curing materials shall not be worked into the surface in subsequent finishing operations.

701.43: Finishing

The finishing of concrete surface shall be done by experienced and competent cement finishers. No finishing operation shall be performed while free water is present. Finishing operations shall be delayed until all bleed water and water sheen has left the surface and the concrete has started to stiffen. After water sheen has disappeared, edging operations, where required, shall be completed. After edging and joining operations, the surface shall be floated. Magnesium floats shall be used for all finishing operations. If necessary tooled joints and edges shall be rerun before and after floating to maintain uniformity. After floating, the surface shall be brushed by drawing a soft-bristled push broom with a long handle over the surface of the concrete to produce a nonslip surface.

701.44: Intermediate Curing

In instances where finishing operations have been completed prior to the concrete achieving final set and the concrete surface exhibits loss of moisture and surface drying, the Contractor shall apply one of the following intermediate curing materials and procedures meeting 701.30.D: Intermediate Curing Materials immediately to the concrete surface prior to the application of final curing materials, to prevent the loss of moisture without damaging the concrete surface, until final set of the concrete has been achieved and final curing materials have been applied to the concrete surface.

- 701.30.C.1: Liquid-Applied Evaporation Reducers
- 701.30.E.3.a: Liquid Membrane-Forming Compounds for Curing
- 701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing

701.45: Final Curing

The Contractor shall apply one of the following final curing materials and procedures meeting 701.30.E: Final Curing Materials to the concrete surface immediately after application of initial and intermediate curing materials, finishing operations, and final set of cement concrete, to prevent the loss of moisture and surface drying.

- 701.30.E.1: Saturated Covers
- 701.30.E.2: Sheet Materials
- 701.30.E.3.a: Liquid Membrane-Forming Compounds for Curing
- 701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing

The Contractor shall apply final curing materials and procedures to the concrete surface throughout the entire duration of the curing cycle and meet minimum sustained temperature, duration, and strength requirements, as specified in in Table 701.45-1. Controlled and gradual termination of the curing cycle shall begin after all specified conditions are met.

Table 701.45-1: Termination of Curing Cycle

Sustained Concrete Temperature	Final Curing Cycle Duration	Compressive Strength ^[1]
50°F ≤ °F ≤ 90°F	≥ Seven (7) days	≥ 70% f _c

^[1] Compressive strength cylinders for termination of curing cycle shall be cast and field cured with the same environmental conditions that the sidewalk is subjected to throughout the entire duration of the final curing cycle, per 701.73: Acceptance Sampling and Testing.

701.46: Protective Sealing

The Contractor shall apply sealing materials and procedures meeting 701.30.F: Protective Sealing Compounds only if one or more of the following final curing materials and procedures were applied:

- 701.30.E.1: Saturated Covers
- 701.30.E.2: Sheet Materials
- 701.30.E.3.a: Liquid Membrane-Forming Compounds for Curing

Protective sealing compounds shall not be applied to concrete surfaces applied with a final curing material and procedure meeting 701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing.

701.47: Cold Weather Concreting

The Contractor shall conduct cold weather concreting procedures, operations, materials, and equipment required for the mixing, delivery, placement, finishing, curing, and protection of concrete, while surfaces are exposed to air temperatures falling below, or expected to fall below 40°F in accordance with 701.30.G: Cold Weather Concreting Materials. All procedures, operations, materials, and equipment required for adequate protection and curing shall be present and ready for use prior to concrete production.

701.48: Hot Weather Concreting

The Contractor shall conduct hot weather concreting procedures, operations, materials, and equipment required for the mixing, delivery, placement, finishing, curing, and protection of concrete, while surfaces are exposed to air temperatures exceeding, or expected to exceed 80°F; concrete temperatures approaching, or expected to approach 90°F; evaporation rates of surface water approaching, or expected to approach the bleeding rate of the concrete; high solar radiation; low relative humidity; and high wind speed in accordance with 701.30.H: Hot Weather Concreting Materials. All procedures, operations, materials, and equipment required for adequate protection and curing shall be present and ready for use prior to concrete production

CONTRACTOR QUALITY CONTROL**701.60: General**

The Contractor shall provide adequate Quality Control (QC) to ensure that all materials and workmanship conform with the specification requirements. The Contractor shall perform QC activities as outlined further below.

701.61: Contractor Quality Control Plan

The Contractor shall provide and maintain a Quality Control Plan (QC Plan). The QC Plan should sufficiently document the QC processes of all Contractor parties (i.e. Prime Contractor, Subcontractors, Producers) performing work required under this specification.

701.62: Production Personnel**A. Foreman.**

A foreman shall be present throughout the entire duration of the construction operation with at least one of the following personnel certifications.

- NRMCA Concrete Exterior Finisher Certification
- ACI Concrete Flatwork Technician and Flatwork Finisher

The foreman is responsible for the oversight of the construction operation per the requirements specified in Table 701.62-1.

Table 701.62-1: Minimum Foreman Activities

Operation	Foreman	Activity
Oversight	One (1)	Review and compare batch ticket quantities and sources to approved mix design
		Monitors conformance to AASHTO M 157 Standard Specification for Ready-Mixed Concrete
		Monitors conformance to Department specifications
		Monitors Production Personnel activities
		Verifies proper equipment is on hand prior to start of construction
		Monitors equipment, environmental conditions, materials, and workmanship
		Prohibits the use of prohibited equipment and practices
		Acknowledges sampling, testing, and inspection results

B. Operators.

Concrete sidewalk shall be constructed by sufficiently staffed, trained, experienced, and qualified equipment operators and craftsmen, who are presently involved in sidewalk construction, throughout the entire duration of the construction operation, per the requirements specified in Table 701.62-2.

Table 701.62-2: Minimum Operator Activities

Operation	Operators ^[1]	Activity
701.40: Pre-Placement	Two (2)	Apply sufficient base compaction
		Moisten sub-base, free of standing water
		Secure forms, straight and level
		Mark expansion locations
		Prohibited Practices: Placement on frozen sub-grade
701.41: Placement (Concrete Discharging)	Two (2)	Direct concrete trucks
		Handle chute discharge and truck movement
		Assist in preparing concrete for testing
		Direct trucks to washout area
		Provide general help
		Prohibited Practices: Adding constituent materials not in conformance with AASHTO M 157 or without Department consent
701.41: Placement	Two (2)	Localize placement to minimize moving material
		Level concrete in front of the screed
		Operate come-alongs or flat headed shovel to move concrete in form
		Consolidate concrete along form edge to avoid honeycombing
		Operate screed over top of forms in sawing action for surface leveling
		Operate magnesium bull float to push coarse aggregate below the surface and fill in the low spots or depressions
		Prohibited Practices: Toothed raking, dragging of internal vibrator, and internal vibrator to move concrete; steel troweling or floating
701.42: Initial Curing	Apply an initial curing material and procedure per 701.42	
	One (1)	701.30.C.1: Liquid-Applied Evaporation Reducers
701.43: Finishing	Two (2)	Permit bleed water to dissipate and concrete to set
		Operate a hose drag or squeegee to remove water from the surface
		Check surface for flatness, fill/cut as necessary
		Finish surface with magnesium float
		Apply pulled broom finish at proper time to acceptable texture
		Clean broom when excessive mortar adheres
		Remove excess water from broom before use
		Finish edges and joints
		Finish well formed, properly spaced joints to sufficient depth
		Prohibited Practices: Steel troweling or floating; adding water to the surface; excessive working of surface; pushing broom across surface

^[1] Recommended number of operators.

Table 701.62-2: Minimum Operator Activities (Continued)

Operation	Operators ^[1]	Activity
701.44: Intermediate Curing	If applicable, apply an intermediate curing material and procedure per 701.44	
	One (1)	701.30.C.1: Liquid-Applied Evaporation Reducers
	One (1)	701.30.E.3.a: Liquid Membrane-Forming Compounds
	One (1)	701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing
701.45: Final Curing	Apply a final curing material and procedure meeting 701.45	
	Four (4)	701.30.E.1: Saturated Covers
	Four (4)	701.30.E.2: Sheet Materials
	One (1)	701.30.E.3.a: Liquid Membrane-Forming Compounds
	One (1)	701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing
701.46: Protective Sealing	One (1)	If applicable, apply a protective sealing material and procedure per 701.46
701.47: Cold Weather Concreting	Four (4)	If applicable, apply cold weather concreting materials and procedures per 701.47 and the Department approved Contractor cold weather concreting plan
701.48: Hot Weather Concreting	Four (4)	If applicable, apply hot weather concreting materials and procedures per 701.48 and the Department approved Contractor hot weather concreting plan

^[1] Recommended number of operators.

701.63: Quality Control Inspection

Quality Control inspection shall be performed and reported on inspection report forms by qualified Quality Control Technicians, to confirm conformance to specifications and to visually inspect equipment, environmental conditions, materials, and workmanship. Quality Control Technicians shall obtain at least one of the following personnel certifications.

- NRMCA Concrete Exterior Finisher Certification
- ACI Concrete Flatwork Technician and Flatwork Finisher

Quality Control inspection report forms shall be completed by the Contractor and submitted to the Department for review.

DEPARTMENT ACCEPTANCE

701.70: General

Acceptance shall be performed by the Department, including consultants under direct contract with the Department independent of the Contractor, to evaluate the degree of compliance with contract requirements, to monitor each Contractor entity's Quality Control activities, to determine the

corresponding value for a given product, and to determine the acceptability of all material produced and placed.

701.71: Acceptance of Contractor Quality Control Plan

The Department will review the Contractor Quality Control Plan. Department approval shall be subject to conformance with the requirements specified herein.

701.72: Acceptance Inspection

Acceptance inspection will be performed and reported by qualified Department (or designee) Acceptance Technicians, to confirm conformance to specifications and to visually inspect equipment, environmental conditions, materials, and workmanship.

701.73: Acceptance Sampling and Testing

Acceptance sampling and testing will be performed and reported by qualified Department (or designee) Acceptance Technicians, to provide quality characteristic data used for Department Acceptance determination, per the requirements specified herein.

Table 701.73-1: Minimum Acceptance Sampling and Testing Requirements

Property	Method	Quality Characteristic	Sublot Size	Minimum Test Frequency	Point of Sampling	Criteria
Uniformity	T 119	Slump Allowable Tolerance (in.) ^[1]	100 cy	1 per Sublot	Point of Discharge	Target ± 1.5
Workability	T 119	Segregation Resistance ^[2]	100 cy	1 per Sublot	Point of Discharge	Pass
Thermal	T 309	Concrete Temperature (°F)	100 cy	1 per Sublot	Point of Discharge	50 – 90
Strength	T 22	Compressive Strength at 7 Days for Curing Termination (psi) ^[3]	100 cy	1 per Sublot	Point of Discharge	$\geq 70\% f'_c$
		Compressive Strength at 28 Days (psi) ^[3]	100 cy	1 per Sublot	Point of Discharge	$\geq 100\% f'_c$
		Compressive Strength at 56 Days (psi) ^{[3][4]}	100 cy	1 per Sublot	Point of Discharge	$\geq 100\% f'_c$
Durability	T 121 T 152 T 196	Freezing and Thawing Resistance: Air Content (%)	100 cy	1 per Sublot	Point of Discharge	5.5 – 8.5
	T 303 or C1567	Alkali Silica Reaction Resistance: Expansion at 14 Days (%)	–	1 per Annual Mix Design Submission Cycle	–	≤ 0.08

^[1] Test result and the Producer's mix design target shall be within the specified allowable tolerances. Slump shall be reported on the Producer's mix design batch ticket for each delivery.

^[2] Testing for segregation resistance shall be performed while the concrete is being discharged and during AASHTO T 119 Standard Method of Test for Slump of Hydraulic Cement Concrete. Visual signs of segregation include coarse particles advancing in front of or behind the fine particles and mortar and a tendency for coarse aggregate to separate from the mortar, particularly when the mixture is being consolidated.

^[3] Three (3) 4 x 8 in. compressive strength cylinders shall be cast and tested for each age per sublot.

^[4] Testing only required if compressive strength results at 28 days do not conform with specifications.

COMPENSATION

701.80: Method of Measurement

Cement Concrete Sidewalks, Pedestrian Curb Ramps, and Driveways will be measured in square yards.

Excavation will be measured by the cubic yard as specified in 120.80: Method of Measurement.

Gravel Borrow will be measured by the cubic yard as specified in 150.80: Method of Measurement.

Fine grading and compacting will be measured by the square yard as specified in 170.88: Method of Measurement.

701.81: Basis of Payment

Cement Concrete Sidewalk, Cement Concrete Pedestrian Curb Ramp, and Cement Concrete Driveway will be paid for at the contract unit price per square yard complete in place, including detectable warning panels and all incidental materials, labor, and equipment necessary to complete the work to the satisfaction of the Engineer.

Gravel will be paid for at the contract unit price per cubic yard under Item 151: Gravel Borrow.

Fine grading and compacting will be paid for at the contract unit price per square yard under Item 170: Fine Grading and Compacting – Subgrade Areas.

Excavation will be paid for at the contract unit price per cubic yard under the excavation items.

701.82: Payment Items

701.	Cement Concrete Sidewalk.....	Square Yard
701.1	Cement Concrete Sidewalk Driveways	Square Yard
701.2	Cement Concrete Pedestrian Curb Ramp	Square Yard

GUIDE TO THE INTERIM SUBSECTION 701 CEMENT CONCRETE SIDEWALK SPECIFICATION

MATERIALS ACTIVITIES

Section	Activity	
701.30.A	Combined Aggregate System	
701.30.A.1	The mix design's combined aggregate system should meet Table 701.30-1: Tarantula Curve Particle Size Distribution.	Recommendation
701.30.A.2	The mix design's combined aggregate system should meet Table 701.30-2 / Figure 701.30-1: Shilstone Workability-Coarseness.	Recommendation
701.30.A.3	The mix design's combined aggregate system should be analyzed using the Fineness Modulus.	Recommendation
701.30.A.4	The mix design's combined aggregate system should be analyzed using the Coarse Aggregate Content.	Recommendation
701.30.B	Paste System	
701.30.B.1	The mix design's Water-Cementitious Ratio should be ≤ 0.40 (Table 701.30-3: Freezing, Thawing, and De-icing Resistance).	Recommendation
701.30.B.1	The mix design's Water-Cementitious Ratio shall be ≤ 0.45 (Table 701.30-3: Freezing, Thawing, and De-icing Resistance).	Required
701.30.B.2	The mix design's Air Content should approach the recommended Air Content Targets identified in Table 701.30-4: Freezing, Thawing, and De-icing Resistance.	Recommendation
701.30.B.3	The mix design's Cement and Supplementary Cementitious Materials (SCM) Content shall meet Table 701.30-5: Alkali Silica Reaction and Freezing, Thawing, and De-icing Resistance requirements.	Requirement
701.30.B.3	Test results meeting Table 701.30-6: Alternative Performance Evaluation to Alkali Silica Reaction Resistance requirements may be used in lieu of the mix design requirements identified in Table 701.30-5: Alkali Silica Reaction and Freezing, Thawing, and De-icing Resistance requirements.	Optional
701.30.B.4	The mix design should incorporate Chemical Admixtures identified in Table 701.30-7: Chemical Admixtures to enhance the properties of the concrete.	Recommendation
701.30.B.5	The mix design's Paste Content should approach the recommended targets identified in Table 701.30-8: Paste Content.	Recommendation

701.73	Acceptance Sampling and Testing	
T 119	The Slump shall meet Table 701.71-1: Minimum Acceptance Sampling and Testing Requirements (± 1.5 from Slump Target identified by the Concrete Producer on the Batch Ticket).	Requirement
T 119	The Segregation Resistance shall meet Table 701.71-1: Minimum Acceptance Sampling and Testing Requirements.	Requirement
T 309	The Concrete Temperature shall meet Table 701.71-1: Minimum Acceptance Sampling and Testing Requirements.	Requirement
T 22	The Compressive Strength (7, 28, and 56 days) shall meet Table 701.71-1: Minimum Acceptance Sampling and Testing Requirements.	Requirement
T 121 T 152 T 196	The Air Content shall meet Table 701.71-1: Minimum Acceptance Sampling and Testing Requirements (5.5 – 8.5%).	Requirement
T 303 or C1567	The resistance to Alkali Silica Reaction shall meet Table 701.71-1: Minimum Acceptance Sampling and Testing Requirements (One per year for mix design verification).	Requirement

CONTRACTOR ACTIVITIES

Section	Activity	
701.40	Pre-Placement	
	The Contractor should have a minimum of two (2) Operators.	Recommendation
	The Contractor shall apply sufficient base compaction.	Requirement
	The Contractor shall moisten sub-base, free of standing water.	Requirement
	The Contractor shall secure forms, straight and level.	Requirement
	The Contractor shall mark expansion locations.	Requirement
	The Contractor shall be prohibited from performing the following practices: Placement on frozen sub-grade.	Requirement
701.41	Placement (Concrete Discharging)	
	The Contractor should have a minimum of two (2) Operators.	Recommendation
	The Contractor shall direct concrete trucks.	Requirement
	The Contractor shall handle chute discharge and truck movement.	Requirement
	The Contractor shall assist in preparing concrete for testing.	Requirement
	The Contractor shall direct trucks to washout area.	Requirement
	The Contractor shall provide general help.	Requirement

	The Contractor / Concrete Producer shall be prohibited from performing the following practices: Adding constituent materials not in conformance with AASHTO M 157 or without Department consent.	Requirement
701.41	Placement	
	The Contractor should have a minimum of two (2) Operators.	Recommendation
	The Contractor shall localize placement to minimize moving material.	Requirement
	The Contractor shall level concrete in front of the screed.	Requirement
	The Contractor shall operate come-alongs or flat headed shovel to move concrete in form.	Requirement
	The Contractor shall consolidate concrete along form edge to avoid honeycombing.	Requirement
	The Contractor shall operate screed over top of forms in sawing action for surface leveling.	Requirement
	The Contractor shall operate magnesium bull float to push coarse aggregate below the surface and fill in the low spots or depressions.	Requirement
	The Contractor shall be prohibited from performing the following practices: Toothed raking, dragging of internal vibrator, and internal vibrator to move concrete; steel troweling or floating.	Requirement
701.42	Initial Curing (When Applicable)	
	The Contractor should have a minimum of one (1) Operator.	Recommendation
	The Contractor shall apply 701.30.C.1: Liquid-Applied Evaporation Reducers when applicable.	Required when applicable
701.43	Finishing	
	The Contractor should have a minimum of two (2) Operators.	Recommendation
	The Contractor shall permit bleed water to dissipate and concrete to set.	Requirement
	The Contractor shall operate a hose drag or squeegee to remove water from the surface.	Requirement
	The Contractor shall check surface for flatness, fill/cut as necessary.	Requirement
	The Contractor shall finish surface with magnesium float.	Requirement
	The Contractor shall apply pulled broom finish at proper time to acceptable texture.	Requirement
	The Contractor shall clean broom when excessive mortar adheres.	Requirement
	The Contractor shall remove excess water from broom before use.	Requirement

	The Contractor shall finish edges and joints.	Requirement
	The Contractor shall finish well formed, properly spaced joints to sufficient depth.	Requirement
	The Contractor shall be prohibited from performing the following practices: Steel troweling or floating; adding water to the surface; excessive working of surface; pushing broom across surface.	Requirement
701.44	Intermediate Curing (When Applicable, Apply One of the Methods)	
	The Contractor should have a minimum of one (1) Operator.	Recommendation
	The Contractor shall apply 701.30.C.1: Liquid-Applied Evaporation Reducers when applicable and if selected.	Required when applicable
	The Contractor shall apply 701.30.E.3.a: Liquid Membrane-Forming Compounds when applicable and if selected.	Required when applicable
	The Contractor shall apply 701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing when applicable and if selected.	Required when applicable
701.45	Final Curing (Apply One of the Methods)	
	The Contractor should meet the minimum number of operators identified in Table 701.62-2: Minimum Operator Activities.	Recommendation
	The Contractor shall apply 701.30.E.1: Saturated Covers if selected.	Requirement
	The Contractor shall apply 701.30.E.2: Sheet Materials if selected.	Requirement
	The Contractor shall apply 701.30.E.3.a: Liquid Membrane-Forming Compounds if selected.	Requirement
	The Contractor shall apply 701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing if selected.	Requirement
701.46	Protective Sealing (If Required)	
	The Contractor should have a minimum of one (1) Operator.	Recommendation
	The Contractor shall apply 701.30.F: Protective Sealing Compounds at least 28 days after placement. Application of 701.30.F: Protective Sealing Compounds is NOT REQUIRED IF 701.30.E.3.b: Liquid Membrane-Forming Compounds for Curing and Sealing was applied.	Required if 701.30.E.3.b Curing and Sealing Compound was Not Applied
701.47	Cold Weather Concreting (When Applicable)	
	The Contractor should have a minimum of four (4) Operators.	Recommendation
	The Contractor shall submit a Cold Weather Concreting Plan meeting 701.47.	Required when applicable

	The Contractor shall apply cold weather concreting materials and procedures meeting 701.47 and the Department approved Contractor cold weather concreting plan.	Required when applicable
701.48	Hot Weather Concreting (When Applicable)	
	The Contractor should have a minimum of four (4) Operators.	Recommendation
	The Contractor shall submit a Hot Weather Concreting Plan meeting 701.48.	Required when applicable
	The Contractor shall apply hot weather concreting materials and procedures meeting 701.47 and the Department approved Contractor hot weather concreting plan.	Required when applicable
701.61	Contractor Quality Control Plan	
	The Contractor shall prepare and submit a Quality Control Plan (QC Plan) to the Department for review.	Requirement
701.62	Production Personnel	
701.62.A	Foreman	
	The Contractor shall have a minimum of One (1) Foreman.	Requirement
	<p>A Foreman shall be present throughout the entire duration of the construction operation with at least one of the following personnel certifications.</p> <ul style="list-style-type: none"> • NRMCA Concrete Exterior Finisher Certification • ACI Concrete Flatwork Technician and Flatwork Finisher 	Requirement
	The Contractor's Foreman shall review and compare batch ticket quantities and sources to approved mix design.	Requirement
	The Contractor's Foreman shall monitor conformance to AASHTO M 157 Standard Specification for Ready-Mixed Concrete.	Requirement
	The Contractor's Foreman shall monitor conformance to Department specifications.	Requirement
	The Contractor's Foreman shall monitor Production Personnel activities.	Requirement
	The Contractor's Foreman shall verify that proper equipment is on hand prior to start of construction.	Requirement
	The Contractor's Foreman shall monitors equipment, environmental conditions, materials, and workmanship.	Requirement
	The Contractor's Foreman shall prohibit the use of prohibited equipment and practices.	Requirement
	The Contractor's Foreman shall acknowledge sampling, testing, and inspection results.	Requirement

701.62.B	Operators	
	Concrete sidewalk shall be constructed by sufficiently staffed, trained, experienced, and qualified equipment operators and craftsmen, who are presently involved in sidewalk construction, throughout the entire duration of the construction operation, per the requirements specified in Sections 701.40 to 701.48.	Requirement
701.63	Quality Control Inspection	
	<p>Quality Control inspection shall be performed and reported on inspection report forms by qualified Quality Control Technicians, to confirm conformance to specifications and to visually inspect equipment, environmental conditions, materials, and workmanship. Quality Control Technicians shall obtain at least one of the following personnel certifications.</p> <ul style="list-style-type: none">• NRMCA Concrete Exterior Finisher Certification• ACI Concrete Flatwork Technician and Flatwork Finisher <p>Quality Control inspection report forms shall be completed by the Contractor and submitted to the Department for review</p>	Requirement

DOCUMENT 00715



SUPPLEMENTAL SPECIFICATIONS

(English Units)

JUNE 30, 2022

The 2022 *Standard Specifications for Highways and Bridges* are amended by the following modifications, additions and deletions. This Supplemental Specifications prevail over those published in the Standard Specifications.

The Specifications Committee has issued these Supplemental Specifications for inclusion into each proposal until such time as they are updated or incorporated into the next Standard Specifications.

Contractors are cautioned that these Supplemental Specifications are dated and will change as they are updated.

DIVISION I

GENERAL REQUIREMENTS AND COVENANTS

SECTION 1.00: DEFINITION OF TERMS

Subsection 1.03: Defined Terms

(page I.7) Delete the term Interim Supplemental Specifications.

SECTION 4.00: SCOPE OF WORK

Subsection 4.04 Changed Conditions

(page I.21) Replace the fourth, fifth sixth and seventh paragraphs with the following:

If the Contractor and the Department fail to agree on an equitable adjustment to be made under this Subsection, then the Contractor shall accept as full payment for the work in dispute an amount calculated using actual costs as provided in Subsection 9.03: Payment for Extra Work.

Subsection 4.06 Increased or Decreased Contract Quantities

(pages I.22 and I.23) Replace the sixth, seventh and eighth paragraphs with the following:

To assist the Engineer in the determination of an equitable adjustment for an overrun, the Contractor shall prepare a submission and accept as full payment for work or materials an amount for an equitable adjustment in the Contract Price calculated using actual costs as provided in Subsection 9.03: Payment for Extra Work.

SECTION 7.00: LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC

Subsection 7.03 Permits and Licenses

(page I.47) Add the following paragraph after the first paragraph:

For overweight vehicles in excess of 130,000 lbs., the Contractor shall provide a copy of each overweight vehicle permit to the Engineer prior to arrival or delivery of the vehicle to a project site. This requirement is for all Contractors, their subcontractors, equipment suppliers and material suppliers.

SECTION 8.00: PROSECUTION AND PROGRESS

Subsection 8.05: Claim for Delay or Suspension or the Work

(page I.72) Replace the second paragraph of this subsection with the following:

Provided, however, that if in the judgement of the Engineer it is determined that the performance of all or any major portion of the work is suspended, delayed, or interrupted for an unreasonable period of time by an act of the Department in the administration of the Contract, or by the Department's failure to act as required by the Contract within the time specified in the Contract (or if no time is specified, within a reasonable time) and without the fault or negligence of the Contractor, an adjustment shall be made by the Department for any increase in the actual cost of performance of the Contract (excluding profit and overhead) necessarily caused by the period of such suspension, delay or interruption. No adjustment shall be made if the performance by the Contractor would have been prevented by other causes even if the work had not been so suspended, delayed, or interrupted by the department

(page I.72) Replace the fifth paragraph of this subsection with the following:

Any dispute concerning whether the delay or suspension is unreasonable or any other question of fact arising under this paragraph shall be determined by the Engineer, and such determination and decision, in case any question shall arise, shall be a condition precedent to the right of the Contractor to receive any money hereunder.

Subsection 8.07 Character of Workers, Methods and Equipment

(page I.73) Add the following paragraph after the second paragraph:

All electrical connections, splicing, grounding, resistance tests, service connections and circuit identification shall be done by a licensed electrician holding a Massachusetts journeyman electrician's license. The Contractor shall provide to the Engineer at least 10 days prior to each work assignment the names and license qualifications of electricians.

Subsection 8.13 Convenience Termination

(page I.80) Replace B. For Construction Related Costs with the following:

Actual costs as provided in Subsection 9.03: Payment for Extra Work.

SECTION 9.00: MEASUREMENT AND PAYMENT

Subsection 9.03 Payment for Extra Work

(page I.84) Replace B. Payment for work or materials for which no price is contained in the contract with the following:

If the Engineer directs, the Contractor shall submit promptly in writing to the Engineer an offer to do the required work on a lump sum or unit price basis, as specified by the Engineer. The stated price, either lump sum or unit price, shall be divided so as to show that it is the sum of:

- (1) The estimated cost of direct labor, materials, and the use of equipment, plus 10 percent of this total for overhead;
- (2) Plus 13 percent of direct labor, for the actual costs of Federal Insurance Contribution Act (FICA), Federal Unemployment Tax Act (FUTA), State Unemployment Tax Act (SUTA) including workforce training and Massachusetts Employer Medical Assistance Contribution, Earned Sick Time (EST) Law (940 CMR 33.00), and Paid Family and Medical Leave (PFML) Act (458 CMR 2.00); or, as an alternative to the above 13 percent, the Contractor may elect to use actual rates for FICA, FUTA, SUTA, EST and PFML provided the actual rates are supported with verifiable documentation and shall be subject to review by Audit Operations;
- (3) Plus the actual cost of Workmen's Compensation and Liability Insurance, Health, Welfare and Pension benefits, and such additional fringe benefits which the Contractor is required to pay as a result of Union Labor Agreements and/or is required by authorized governmental agencies;
- (4) Plus subcontractor or a Public or Private Utility costs;

- (5) Plus 10 percent of the total of (1), (2), (3) and (4);
- (6) Plus the estimated proportionate cost of surety bonds (The Contractor shall provide evidence of revised bonds according to Subsection 3.04).

Unless an agreed lump sum and/or unit price is obtained from above and is so stated in the Extra Work Order the Contractor shall accept as full payment for work or materials for which no price agreement is contained in the Contract an amount equal to the following:

- (1) The actual cost for direct labor, material (less value of salvage, if any) and use of equipment, plus 10 percent of this total for overhead;
- (2) Plus 13 percent of direct labor, for the actual costs of Federal Insurance Contribution Act (FICA), Federal Unemployment Tax Act (FUTA), State Unemployment Tax Act (SUTA), including workforce training and Massachusetts Employer Medical Assistance Contribution, Earned Sick Time (EST) Law (940 CMR 33.00), and Paid Family and Medical Leave (PFML) Act (458 CMR 2.00); or, as an alternative to the above 13 percent, the Contractor may elect to use actual rates for FICA, FUTA, SUTA, EST and PFML provided the actual rates are supported with verifiable documentation and shall be subject to review by Audit Operations;
- (3) Plus the actual cost of Workmen's Compensation and Liability Insurance, Health, Welfare and Pension benefits, and such additional fringe benefits which the Contractor is required to pay as a result of Union Labor Agreements and/or is required by authorized governmental agencies;
- (4) Plus subcontractor or a Public or Private Utility costs;
- (5) Plus 10 percent of the total of (1), (2), (3) and (4);
- (6) Plus the estimated proportionate cost of surety bonds (The Contractor shall provide evidence of revised bonds according to Subsection 3.04).

Costs incurred for traffic police, railroad flagging and permits will be reimbursed without markup for overhead or profit.

No payments will be made for general superintendence, the use of small hand tools, and manual equipment.

The Contractor shall, when requested by the Engineer, furnish itemized statements of the cost of the work ordered and give the Engineer access to all accounts, bills and vouchers relating thereto, and unless the Contractor shall furnish such itemized statements, access to all accounts, bills and vouchers, the Contractor shall not be entitled to payment for any items of extra work for which such information is sought by the Engineer.

DIVISION II

CONSTRUCTION DETAILS

SUBSECTION 230: CULVERTS, STORM DRAINS, AND SEWER PIPES

Subsection 230.40 General

(page II.62) Replace this subsection with the following:

Materials shall meet the requirements specified in the following Subsections of Division III, Materials:

Mortar for Pipe Joints	M4.02.15
Jointing Materials for Pipes	M5.01.0
Reinforced Concrete Pipe	M5.02.1
Reinforced Concrete Pipe. Flared Ends	M5.02.2
Corrugated Metal Pipe	M5.03.0
Metal End Sections	M5.03.6
Polymeric Precoated Corrugated Metal Pipe	M5.03.8
Corrugated Plastic Pipe	M5.03.10
Corrugated Plastic Flared Ends	M5.03.10
Corrugated Metal Pipe-Arch	M5.04.0
Structural Plate for Pipe and Pipe-Arch	M5.04.2
Smooth Steel Liner Helically Corrugated Shell Metal Pipe	M5.04.3
Ductile Iron Pipe	M5.05.3

Subsection 230.62 Pipe Joints

(page II.62) Replace this subsection with the following:

The joints of concrete pipe shall be formed by caulking a gasket of jute or oakum into the bell and then filling the remainder of the joint with cement mortar. The invert shall be kept smooth and free of any obstructions. In the case of concrete pipe, the surfaces to be joined shall be thoroughly cleaned and wetted with water before the joint is made. Corrugated metal pipe and corrugated plastic pipe shall be firmly joined with an approved coupling. The interior surfaces of abutting pipes shall form a smooth grade when pipe laying is completed.

Where watertight joints are required, concrete pipe shall be joined using flexible water tight rubber gaskets conforming to M5.01.0. The pipe ends shall be designed so that the gasket will be confined on all sides and will not support the weight of the pipe. Any alternative joint design must be pre-approved by the Engineer.

In designated areas, as directed, certain joints may be left open to allow for entrance of underground water into the pipeline.

Subsection 230.82 Payment Items

(page II.67) Replace this subsection with the following:

*230.	-Inch Corrugated Metal Pipe __ Gage	Foot
*230.7-	-Inch Corrugated Metal Pipe End Section	Each
*232.	__ x __ Inch ACCM Pipe-Arch __ Gage	Foot
*234.-	-Inch Drainage Pipe-Option	Foot
*238.	Ductile Iron Pipe	Foot
*239.	Structural Plate Pipe	Foot
*240.	Structural Plate Pipe-Arch, __ Gage	Foot
*241.-	-Inch Reinforced Concrete Pipe Class III	Foot
*242.-	-Inch Reinforced Concrete Pipe Flared End	Each
*243.-	-Inch Reinforced Concrete Pipe Class IV	Foot
*244.-	-Inch Reinforced Concrete Pipe Class V	Foot
*252.-	-Inch Corrugated Plastic Pipe	Foot
*252.1-	-Inch Corrugated Plastic Pipe Flared End	Each
*255.-	Polymeric Precoated Corrugated Metal Pipe	Foot

SUBSECTION 301: WATER SYSTEMS

Subsection 301.40 General

(page II.76) Replace this subsection with the following:

Materials shall meet the requirements specified in the following Subsections of Division III, Materials:

Thrust Blocks	
Cement Concrete.....	M4.02.0
Jointing Materials for Pipes.....	M5.01.0
Water Pipe and Fittings	
Copper Tubing	M5.06.0
Ductile Iron Pipe and Fittings	M5.05.3
Insulation and Waterproof Jackets.....	M9.11.0
Cellular Glass.....	M9.11.1
Fiber Glass	M9.11.2
Expanded Polystyrene	M9.11.3
Urethane.....	M9.11.4
Waterproof Jackets.....	M9.11.5

SECTION 800: TRAFFIC CONTROL DEVICES

SUBSECTION 813: WIRING, GROUNDING AND SERVICE CONNECTIONS

Subsection 813.20 General

(page II.385) Delete the third paragraph.

Subsection 813.60 Wire and Cable

(page II.387) Under C. Splicing, delete the first paragraph.

SUBSECTION 815: TRAFFIC CONTROL SIGNALS

Subsection 815.20 General

(page II.394) Replace the 9th paragraph of this subsection with the following:

All work within the traffic control cabinet shall be done by an IMSA Certified Traffic Signal Level II Technician. The Contractor shall provide to the Engineer names and certification qualifications of all persons who will be working within the traffic control cabinet at least 10 days prior to the start of any traffic control cabinet work.

SUBSECTION 820: HIGHWAY LIGHTING

Subsection 820.20 General

(page II.406) Delete TRAFFIC CONTROL DEVICES at the top of the page and delete the 7th paragraph of the subsection.

SUBSECTION 840: SIGN SUPPORTS

Subsection 840.20 General

(page II.427) Replace the paragraph at the top of the page beginning with Before fabricating ... with the following:

Before fabricating the sign support structures, the Contractor shall submit erection plans and shop drawings for approval of the Engineer.

Shop drawings shall be in accordance with Subsection 960.60: Shop Drawings and Subsection 5.02: Plans and Detail Drawings and include span lengths, post heights, vertical and horizontal clearances, material specifications (grade and/or alloy), anchor bolt layout, and any other pertinent information. Provisions for cambering shall also be shown to ensure that horizontal cross beams will not deflect below the horizontal.

Erection procedures shall be in accordance with Subsection 960.61 Design, Fabrication and Erection.

SUBSECTION 850: TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE OPERATIONS

Subsection 850.29 Temporary Barrier and Temporary Barrier Removed and Reset

(page II.432) Replace the first paragraph of this subsection with the following:

Temporary Barrier consists of furnishing, installing, maintaining and final removal of temporary barriers, including delineation, for traffic control or work zone protection in construction zones.

Subsection 850.30 Temporary Restrained Barrier and Temporary Restrained Barrier Removed and Reset

(page II.432) Delete this subsection.

Subsection 850.50 Temporary Restrained Barrier

(page II.435) Delete this subsection.

Subsection 850.70 Temporary Restrained Barrier and Temporary Restrained Barrier Removed and Reset

(page II.440) Delete this subsection.

Subsection 850.80 Method of Measurement

(page II.443) Delete the fifth paragraph up from the end of this subsection.

Subsection 850.81 Basis of Payment

(page II.445) Delete the 12th, 13th and 14th paragraph of this subsection.

SUBSECTION 860: REFLECTORIZED PAVEMENT MARKINGS

Subsection 860.40 General

(page II.447) Replace White Thermoplastic ReflectORIZED Pavement Markings ...M7.01.03 and Yellow Thermoplastic ReflectORIZED Pavement Markings ...M7.01.04 with the following:

Liquid Thermoplastic Striping Material..... M7.01.3

Subsection 860.62 Application of Markings

(page II.448) Replace Table 860.62-1 with the following:

Table 860.62-1: Pavement Marking Application Requirements

Material	Application Temperature	Line Thickness Above Roadway Surface	Glass Bead Application
M7.01.3	400°F to 425°F	125 to 188 mils	Drop-on 1 lb per 10 ft ²
M7.01.23	135°F to 150°F	15 mils	6 lb per gal
M7.01.24	135°F to 150°F	15 mils	6 lb per gal

DIVISION III MATERIALS SPECIFICATIONS

SECTION M5: PIPE, CULVERT SECTIONS AND CONDUIT

Subsection M5.01.0 Jointing Materials for Pipes

(page III.77) Add this new subsection:

- A. Jute or oakum furnished for use in pipe joints shall be of an accepted grade approved for common usage.
- B. Mortar shall conform to the requirements of M4.02.15: Cement Mortar.
- C. Rubber ring or plastic gaskets shall be of tough, flexible, chemical-resistant material, and of such size and shape as to ensure satisfactory pipe joints when incorporated in the work and shall conform to ASTM C443.
- D. Mechanical joints shall conform to the requirements of the ASA Specifications A21.11.
- E. The yarning material for cast iron bell-and-spigot pipe joints shall be sterilized braided hemp or untarred twisted jute, clean and dry and free from oil, grease, or any other deleterious matter.

Subsection M5.02.1 Reinforced Concrete Pipe

(page III.77) Replace this subsection with the following:

Reinforced concrete pipe shall conform to the requirements of AASHTO M 170 for the class of pipe specified in the contract documents.

- All pipe 24 in. in diameter or smaller shall be of the bell-and-spigot type.
- Pipes larger than 24 in. in diameter shall be tongue and groove or bell and spigot.

Subsection M5.02.2 Reinforced Concrete Pipe Flare Ends

(page III.77) Replace this subsection with the following:

Flared end sections shall be fabricated to comply with the current construction standard for this item. The method of fabrication and materials used shall conform to the requirements of AASHTO M 170, Class III, except that the three edge bearing tests shall not be required. The flare shall be of the same thickness and materials as the barrel and have steel reinforcement equaling or exceeding the amount shown on the table for AASHTO M 170, Class III, except that a double row of steel will not be required.

SECTION M7: PAINTS, PROTECTIVE COATINGS AND PAVEMENT MARKINGS

M7.00.0 General Requirements for Paints and Protective Coatings

(page III.92) Delete the second occurrence of M7.01: Pavement Markings in the last paragraph.

M7.01 Pavement Markings

(page III.92) Change the subsection number from M7.01 to M7.01.0. and delete M7.01.03 and M7.01.04.

M7.01.3 Liquid Thermoplastic Striping Material

(page III.93) Add this new subsection.

M7.01.3 Liquid Thermoplastic Striping Material

A. General.

This specification covers a reflectorized thermoplastic pavement striping material that is extruded onto the pavement in a molten state by mechanical means with the application of glass beads. When applied properly and at the designated thickness and width the stripe shall, upon cooling, be reflectorized and be able to resist deformation by traffic. The material shall be placed on bare pavement or existing thermoplastic markings.

1. Materials

Prequalified batches of acceptable thermoplastic materials are listed on the QCML.

All thermoplastic material shall meet the requirements of AASHTO M 249 and tested in accordance with AASHTO T 250 and the following:

- 1) Glass Beads (Pre-Mix) used in the manufacture of thermoplastic shall be uncoated and meet the requirements of AASHTO M 247, Type I and M7.01.07 and have a minimum of 80% true spheres.
- 2) The resin shall be alkyd or hydrocarbon and meet the requirements of table M7.01.3-1.

Table M7.01.3-1 Thermoplastic Resin Requirements

Properties	Hydrocarbon	Alkyd
% Binder, Minimum	22	20
Indentation Resistance @ 115°F, ASTM D7735	--	40-75 units (Type A)
Bond Strength, Minimum, psi	180	200

The material manufacturer shall have the option of formulating a hydrocarbon resin-based or an alkyd resin-based system. However, the physical and chemical properties contained in this specification shall apply regardless of the type of formulation used. The binder must consist of a mixture of resins, at least one of which is a solid at room temperature, and high boiling point plasticizers. At least one third of the binder composition of an alkyd-based system must be maleic-modified glycerol ester of rosin and must be no less than 8% of the entire material formulation. Material of either binder type upon heating to the application temperature shall not evolve fumes which are toxic, or injurious to persons or property. The pigment, beads and filler shall be well dispersed in the resin. The material shall be free from all skins, dirt, and foreign objects.

The thermoplastic pavement marking material may be supplied in block or granular form. Block material shall be packaged in suitable containers to which it will not adhere to during shipment or storage. The blocks shall be approximately 12" X 36" X 2". Granular material shall be packaged in bags that when introduced to the mix hopper of the application equipment, it will become part of the mix with no adverse effect to the performance of the thermoplastic material. The packages of either type shall weigh approximately 50 pounds. Each container label shall designate the color, manufacturer's name, batch number and date of manufacture. Each batch manufactured shall have its own separate number. The label shall warn the user that the material shall be heated in the range of 400-425°F during application.

B. Sampling and Testing

1. Sampling

Provide one bag of thermoplastic material for verification testing per batch. A batch is a unit of production that is consistent in appearance, formulation, proportions and can be identified by a unique number known as a Batch Number. Each batch shall consist of a minimum of 3,000 lbs. and a maximum of 44,000 lbs.

2. Testing

Tests on White and Yellow Thermoplastic Striping Material shall be reported by an Independent Testing Laboratory and performed in accordance with these Specifications and AASHTO M 249.

The Independent Test Results shall be for each batch and shall identify the material by manufacturer including name and address, batch number(s), date and place of manufacture and any other information that will assist in identifying the product. It shall also note the test method used for each test. The report shall include the date tested and shall be signed by a person responsible for authenticating the veracity of the test. Below the signature shall be the person's printed name and title.

Request for prequalification for each thermoplastic material batch shall be submitted to RMS, accompanied by:

- a) Certificate of Compliance stating that the material complies with AASHTO M 249, AASHTO T 250, this specification and all applicable MassDOT requirements.
- b) Independent Lab test results; and
- c) One bag of thermoplastic striping material per batch in sample bags meeting the specifications above for verification testing. The bag shall be sent to the attention of the Director of Research & Materials, MassDOT/Highway, 5 Macadam Road, Hopkinton, MA 01748.

SUBSECTION M8: METALS AND RELATED MATERIALS

Subsection M8.01.5 Anchor Bolts, Nuts and Washers

(page III.98) Replace this subsection with the following:

All bolts, nuts and washers, with the exception of those with weathering characteristics, shall be galvanized in accordance with AASHTO M 232M/M 232.

Used For Anchoring Bridge Railing Base Plates to Concrete

Bolts, nuts, and washers shall conform to the requirements of ASTM F1554 Grade 105.

Used For Anchoring Bridge Bearings to Concrete

Bolts, nuts, and washers shall conform to the requirements of ASTM F1554 Grade 105.

Used For Anchoring Signal Lighting and Sign Structures

Bolts, nuts, and washers shall conform to the applicable requirements of one of the following:

- AASHTO M 31 Type W Grade 60
- AASHTO M 314 Grade 36
- AASHTO M 314 Grade 55
- AASHTO M 314 Grade 105
- ASTM F1554 Grade 55
- ASTM F1554 Grade 105

Notes: (1) Nuts and washers for the above shall be suited to the approved bolts.

(2) Hooked smooth bars and anchor bolts shall not exceed 55 ksi.

High Strength Bolts

High strength bolts, where specified, shall conform to Subsection M8.04.3. A galvanized hexagon nut, leveling nut and flat washer shall be furnished with each bolt.

M8.01.9 Mechanical Reinforcing Bar Splicer

(page III.95) Replace Table M8.01.9 – with the following.

Table M8.01.9-1: Requirements for Mechanical Reinforcing Bar Splicers

Description	Test Method	Requirement
Ultimate Tensile Strength of Mechanical Splicer System	ASTM A1034 (Monotonic Tension Test)	100% of ultimate tensile strength of reinforcement bars per AASHTO M31.
Allowable Slip	California Test No. 670 – Slip Test	0.01 in., maximum for #14 and smaller bars, 0.03 in. maximum for #18 bars

SECTION M9: MISCELLANEOUS MATERIALS

Subsection M9.10.0 Jointing Materials for Pipe

(page II.136) Delete this entire subsection.

[illegible]

END OF SUPPLEMENTAL SPECIFICATIONS

DOCUMENT 00719

(Revised September 27, 2021 – for all Federally Aided Projects)

**SPECIAL PROVISIONS FOR PARTICIPATION BY
DISADVANTAGED BUSINESS ENTERPRISES**
(IMPLEMENTING TITLE 49 OF THE CODE OF FEDERAL REGULATIONS, PART 26)

Section:

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POLICY

The Massachusetts Department of Transportation (MassDOT) receives Federal financial assistance from the Federal Highway Administration (FHWA), United States Department of Transportation (U.S. DOT), and as a condition of receiving this assistance, has signed an assurance that it will comply with 49 CFR Part 26 (Participation By Disadvantaged Business Enterprises In Department Of Transportation Financial Assistance Programs). The U.S. DOT Disadvantaged Business Enterprise Program is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (“SAFETEA-LU”), as amended, at Title 23, United States Code, § 1101.

Accordingly, MassDOT has established a Disadvantaged Business Enterprise (DBE) Program in accordance with 49 CFR Part 26. It is the policy of MassDOT to ensure that DBEs have an equal opportunity to receive and participate in U.S. DOT assisted Contracts, without regard to race, color, national origin, or sex. To this end, MassDOT shall not directly, or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the program objectives stated below:

- ◆ To ensure nondiscrimination in the award and administration of U.S. DOT assisted Contracts;
- ◆ To create a level playing field on which DBEs can compete fairly for U.S. DOT assisted Contracts;
- ◆ To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- ◆ To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- ◆ To help remove barriers to the participation of DBEs in U.S. DOT assisted Contracts; and
- ◆ To assist the development of firms that can compete successfully in the market place outside the DBE Program.

The Director of Civil Rights of MassDOT has been designated as the DBE Liaison Officer. The DBE Liaison Officer is responsible for implementing all aspects of the DBE Program. Other MassDOT employees are responsible for assisting the Office of Civil Rights in carrying out this obligation. Implementation of the DBE Program is accorded the same priority as compliance with all other legal obligations incurred by MassDOT in its financial assistance agreements with each operating administration of the U.S. DOT. Information on the Federal requirements and MassDOT’s policies and information can be found at:

<i>Type of Info</i>	<i>Website</i>	<i>Description</i>
MassDOT Highway Division Policies and Info	https://www.mass.gov/disadvantaged-business-enterprise-goals-2019-2022	MassDOT– Highway Div’n Page
For copies of the Code of Federal Regulations	http://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR	FDsys – US Gov’t Printing Office
For information about the U.S.DOT DBE Program	https://www.transportation.gov/civil-rights/disadvantaged-business-enterprise	U.S. DOT/ FHWA page

1. DEFINITIONS

As used in these provisions, the terms set out below are defined as follows:

“Broker”, for purposes of these provisions, shall mean a DBE Entity that has entered into a legally binding relationship to provide goods or services delivered or performed by a third party. A broker may be a DBE Entity that arranges or expedites transactions but performs no work or installation services.

“Contractor”, “General” or “Prime” Contractor, “Bidder,” and “DB Entity” shall mean a person, firm, or other entity that has contracted directly with MassDOT to provide contracted work or services.

“Contract” shall mean the Contract for work between the Contractor and MassDOT.

“DBB” or “Design-Bid-Build” shall mean the traditional design, bid and project delivery method consisting of separate contracts between awarding authority and a designer resulting in a fully designed project; and a separate bidding process and Contract with a construction Contractor or Bidder.

“DB” or “Design-Build” shall mean an accelerated design, bid and project delivery method consisting of a single contract between the awarding authority and a DB Entity, consisting of design and construction companies that will bring a project to full design and construction.

“Disadvantaged Business Enterprise” or “DBE” shall mean a for-profit, small business concern:

- (a) that is at least fifty-one (51%) percent owned by one or more individuals who are both socially and economically disadvantaged, or, in the case of any corporation, in which at least fifty-one (51%) percent of the stock is owned by one or more such individuals; and
- (b) where the management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

“FHWA” shall mean the Federal Highway Administration,” an agency within U.S. DOT that supports State and local governments in the design, and maintenance of the Nation’s highway system (Federal Aid Highway Program).

“Good faith efforts” shall mean efforts to achieve a DBE participation goal or other requirement of these Special Provisions that, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement. Such efforts must be deemed acceptable by MassDOT.

“Joint Venture” shall mean an association of a DBE firm and one or more other firms to carry out a single, for-profit business enterprise, for which the parties combine their property, capital, efforts, skills and knowledge, and in which the DBE is responsible for a distinct, clearly defined portion of the work of the Contract and whose share in the capital contribution, control, management, risks, and profits of the joint venture are commensurate with its ownership interest.

“Approved Joint Venture” shall mean a joint venture, as defined above, which has been approved by MassDOT’s Prequalification Office and Office of Civil Rights for DBE participation on a particular Contract.

"Manufacturer" shall mean a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles or equipment required under the contract and of the general character described by the specifications.

"Regular Dealer" shall mean a DBE firm that owns, operates, or maintains a store, warehouse, or other establishment in which materials, supplies, articles or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.

- (a) To be a regular dealer, the firm must be an established, regular business that engages, as its principal business, and under its own name, in the purchase and sale of the products in question.
- (b) A person may be a regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business as provided above if the person both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by long term lease agreement and not on an ad hoc or contract by contract basis.
- (c) Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not regular dealers within the meaning of this definition.

"Responsive" and "Responsible" refers to the bidder's submittal meeting all of the requirements of the advertised request for proposal. The term responsible refers to the ability of the Contractor to perform the work. This ability can be determined prior to bid invitations.¹

"Small Business or Small Business Concern" shall mean a small business concern or company as defined in Section 3 of the Small Business Act and SBA regulations implementing it (13 CFR Part 121); and is a business that does not exceed the cap on annual average gross receipts established by the U.S. Secretary of Transportation pursuant to 49 CFR Part 26.65; see also 49 CFR Part 26.39.

"SDO" shall mean the Massachusetts Supplier Diversity Office, formerly known as the State Office of Minority and Women Business Assistance (SOMWBA). In 2010, SOMWBA was abolished and the SDO was established. See St. 2010, c. 56. The SDO has assumed all the functions of SOWMBA. SDO is an agency within the Commonwealth of Massachusetts Executive office of Administration and Finance (ANF) Operational Services Division (OSD). The SDO mandate is to help promote the development of business enterprises and non-profit organizations owned and operated by minorities and women.

"Socially and economically disadvantaged individuals" shall mean individuals who are citizens of the United States (or lawfully admitted permanent residents) and who are:

- (a) Individuals found by SDO to be socially and economically disadvantaged individuals on a case by case basis.
- (b) Individuals in the following groups, members of which are rebuttably presumed to be socially and economically disadvantaged:

¹ <http://www.fhwa.dot.gov/resourcecenter/teams/operations/gloss.cfm>

- (1) "Black Americans" which includes persons having origin in any of the Black racial groups of Africa; (2) "Hispanic Americans" which include persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race; (3) "Native Americans" which include persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians; (4) "Asian Pacific Americans" which includes persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U.S. Trust Territories of the Pacific Islands (Republic of Palau), the Commonwealth of the Northern Marianas Islands, Macao, Fiji, Tonga, Kiribati, Tuvalu, Nauru, Federated States of Micronesia, or Hong Kong; (5) "Subcontinent Asian Americans" which includes persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka; (6) Women; or (7) Any additional groups whose members are designated as socially and economically disadvantaged by the Small Business Administration (SBA), at such time as the SBA designation becomes effective.

Other terms and definitions applicable to the U.S. DOT DBE Program may be found at 49 CFR Part 26 and related appendices and guidance pages.

2. DBE PARTICIPATION

a. Goal

On this Contract, MassDOT has established the following goal(s) for participation by firms owned and controlled by socially and economically disadvantaged persons. At least half of the goal must be met in the form of DBE Subcontractor construction activity as opposed to material supplies or other services. The applicable goal remains in effect throughout the life of the contract regardless of whether pre-identified DBE Subcontractors remain on the Project or under Contract.

☒ Design-Bid-Build Projects: DBE Participation Goal 16 %
(One half of this goal shall be met in the form of Subcontractor construction activity)

☐ Design-Build Projects: DBE Design Participation Goal ____ % and DBE Construction Participation Goal ____ %
(One half of the Construction Goal shall be met in the form of Subcontractor construction activity)

b. Bidders List

Pursuant to the provisions of 49 CFR Part 26.11(c), Recipients such as MassDOT, must collect from all Bidders who seek work on Federally assisted Contracts the firm full company name(s), addresses and telephone numbers of all firms that have submitted bids or quotes to the Bidders in connection with this Project. All bidders should refer to the Special Provision Document "A00801" of the Project proposal for this requirement.

In addition, MassDOT must provide to U.S. DOT, information concerning contractors firm status as a DBE or non-DBE, the age of the firm, and the annual gross receipts of the firm within a series of brackets (e.g., less than \$500,000; \$500,000–\$1 million; \$1–2 million; \$2–5 million, etc.). The status, firm age, and annual gross receipt information will be sought by MassDOT regularly prior to setting its DBE participation goal for submission to U.S. DOT. MassDOT will survey each individual firm for this information directly.

Failure to comply with a written request for this information within fifteen (15) business days may result in the suspension of bidding privileges or other such sanctions, as provided for in Section 9 of this provision, until the information is received.

3. CONTRACTOR ASSURANCES

No Contractor or any Subcontractor shall discriminate on the basis of race color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in all respects and as applicable prior to, or subsequent to, award of U.S. DOT assisted Contracts. The Contractor agrees to affirmatively seek out and consider DBE firms as Contractors, Subcontractors, and/or suppliers of materials and services for this Contract. No Contract will be approved until MassDOT has reviewed Bidders'/Contractors' affirmative actions concerning DBEs. Failure to carry out these requirements is a material breach of this Contract which may result in the termination of the Contract or such other remedy as MassDOT or FHWA deem appropriate.

4. REQUIRED SUBCONTRACT PROVISIONS

The Prime Contractor shall include the provisions of Section 3 above in every subcontract, making those provisions binding on each Subcontractor; in addition, the Prime Contractor shall include a copy of this Special Provision, in its entirety, in every subcontract with a DBE firm which is, or may be, submitted for credit toward the Contract participation goal.

5. ELIGIBILITY OF DBES

Only firms that have been certified by SDO and confirmed by MassDOT as eligible in accordance with 49 CFR Part 26 to participate as DBEs on federally aided MassDOT Contracts may be used on this Contract for credit toward the DBE participation goal.

a. Massachusetts DBE Directory

MassDOT makes available to all bidders the most current Massachusetts Disadvantaged Business Enterprise Directory. This directory is made available for Contractors' convenience and is informational only. The Directory lists those firms that have been certified as eligible in accordance with the criteria of 49 CFR Part 26 to participate as DBEs on federally aided MassDOT contracts. The Directory also lists the kinds of work each firm is certified to perform but does not constitute an endorsement of the quality of performance of any business and does not represent MassDOT Subcontractor approval.

Contractors are encouraged to make use of the DBE Directory maintained by SDO on the Internet. This listing is updated daily and may be accessed at the SDO's website at: <https://www.sdo.osd.state.ma.us> .

b. DBE Certification

A firm must apply to SDO, currently acting as certification agent for MassDOT, for DBE certification to participate on federally aided MassDOT Contracts. A DBE application may be made in conjunction with a firm's application to SDO for certification to participate in state-funded minority and women business enterprise programs or may be for DBE certification only. An applicant for DBE certification must identify the area(s) of work it seeks to perform on U.S. DOT funded projects.

c. Joint Venture Approval

To obtain recognition as an approved DBE Joint Venture, the parties to the joint venture must provide to MassDOT's Office of Civil Rights and Prequalification Office, at least fourteen (14) business days before the bid opening date, an Affidavit of DBE/Non-DBE Joint Venture in the form attached hereto, and including, but not limited to the following:

1. a copy of the Joint Venture Agreement;
2. a description of the distinct, clearly defined portion of the contract work that the DBE will perform with its own forces; and,
3. all such additional information as may be requested by MassDOT for the purpose of determining whether the joint venture is eligible.

6. COUNTING DBE PARTICIPATION TOWARDS DBE PARTICIPATION GOALS

In order for DBE participation to count toward the Contract participation goal, the DBE(s) must have served a commercially useful function in the performance of the Contract and must have been paid in full for acceptable performance.

a. Commercially Useful Function

- (1) In general, a DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. With respect to materials and supplies used on the Contract, the DBE must be responsible for negotiating price, determining quality and quantity, ordering the material, installing (where applicable) and paying for the material itself.
- (2) To determine whether a DBE is performing a commercially useful function, MassDOT will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the Contract is commensurate with the work it is actually performing and the DBE credit claimed for its performance of the work, and other relevant factors.
- (3) A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, MassDOT will examine similar transactions, particularly those in which DBEs do not participate.

b. Counting Participation Toward The Contract Participation Goal

DBE participation which serves a commercially useful function shall be counted toward the DBE participation goal in accordance with the Provisions of 49 CFR Part 26.55(a) to (h), as follows:

- (1) When a DBE participates in a construction Contract, MassDOT will count the value of the work performed by the DBE's own forces. MassDOT will count the cost of supplies and materials obtained by the DBE for the work of its contract, including supplies purchased or equipment leased by the DBE. Supplies, labor, or equipment the DBE Subcontractor uses, purchases, or leases from the Prime Contractor or any affiliate of the Prime Contractor will not be counted.

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- (2) MassDOT will count the entire amount of fees or commissions charged by a DBE firm for providing bona fide services, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of a U.S. DOT assisted Contract, toward DBE participation goals, provided it is determined that the fee is reasonable and not excessive as compared with fees customarily allowed for similar services.
 - (3) When a DBE performs as a participant in a joint venture, MassDOT will count toward DBE participation goals a portion of the total dollar value of the contract that is equal to the distinct, clearly defined portion of the work of the Contract that the DBE performs with its own forces.
 - (4) MassDOT will use the following factors in determining whether a DBE trucking company is performing a commercially useful function:
 - (i) the DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract; there cannot be a contrived arrangement for the purpose of meeting DBE participation goals.
 - (ii) the DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the Contract.
 - (iii) the Contractor will receive DBE credit for the total value of the transportation services the DBE provides on the Contract using trucks owned, insured, and operated by the DBE itself and using drivers the DBE employs alone.
 - (iv) the DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The Contractor who has a contract with a DBE who leases trucks from another DBE will receive credit for the total value of the transportation services of the lease.
 - (v) the DBE may also lease trucks from a non-DBE firm, including an owner-operator. The Contractor who has a Contract with a DBE who leases trucks from a non-DBE is entitled to credit for the total value of the transportation services provided by non-DBE lessees not to exceed the value of transportation services provided by DBE-owned trucks on the Contract. Additional participation by non-DBE lessees receives credit only for the fee or commission it receives as a result of the lease arrangement, fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.
 - (vi) the lease must indicate that the DBE has exclusive use of, and control over, the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.
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- (5) MassDOT will count the Prime Contractor's expenditures with DBEs for materials or supplies toward DBE participation goals as follows:
- (i) if the materials or supplies are obtained from a DBE manufacturer, as defined in Section 1 above, MassDOT will count one hundred (100%) percent of the cost of the materials or supplies toward DBE participation goals, provided the DBE meets the other requirements of the regulations.
 - (ii) if the materials or supplies are purchased from a DBE regular dealer, as defined in Section 1 above, MassDOT will count sixty (60%) percent of the cost of the materials or supplies toward the Contract participation goal, provided the DBE meets the other requirements of the regulations.
 - (iii) for materials or supplies purchased from a DBE which is neither a manufacturer nor a regular dealer, MassDOT will count the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site toward the Contract participation goal, provided that MassDOT determines the fees to be reasonable and not excessive as compared with fees customarily allowed for similar services; the cost of the materials and supplies themselves will not be counted; and provided the DBE meets the other requirements of the regulations.

c. Joint Check Policy

MassDOT recognizes that the use of joint checks may be a business practice required by material suppliers and vendors in the construction industry. A joint check is a two-party check issued by a/the Prime Contractor to a DBE third party such as a regular dealer of material or supplies. The Prime Contractor issues the check as payor to the DBE and the third party jointly as payees to guarantee payment to the third party for materials or supplies obtained or to be used by the DBE. FHWA has established criteria to ensure that DBEs are in fact performing a commercially useful function ("CUF") while using a joint check arrangement. Contractors and DBEs must meet and conform to these conditions and criteria governing the use of joint checks.

In the event that a Contractor or DBE Subcontractor desires to use a joint check, MassDOT will require prior notice and will closely monitor the arrangement for compliance with FHWA regulations and guidance. MassDOT may allow a joint check arrangement and give credit to a Contractor for use of the DBE where one or more of the following conditions exist:

- The use of a joint check is in fact required by this type of vendor or supplier as a standard industry practice that applies to all Contractors (DBEs and non-DBEs); or is required by a specific vendor or supplier;
- Payment for supplies or materials would be delayed for an unreasonably extended period without the joint check arrangement;
- The DBE (or any of its Subcontractors) has a pattern or history of not paying a vendor or supplier within a reasonable time or has not established enough of a credit history with the supplier or vendor; and/or
- The presence of severe adverse economic conditions, where credit resources may be limited and such practices may be necessary or required to effect timely payments.

Other factors MassDOT may consider:

- Whether there is a requirement by the Prime Contractor that a DBE should use a specific vendor or supplier to meet their Subcontractor specifications;
- Whether there is a requirement that a DBE use the Prime Contractor's negotiated price;
- The independence of the DBE;
- Whether approval has been sought prior to use of a joint check arrangement; and
- Whether any approved joint check arrangement has exceeded a reasonable period of use;
- The operation of the joint check arrangement; and
- Whether the DBE has made an effort to establish alternate arrangements for following periods (i.e., the DBE must show it can, or has, or why it has not, established or increased a credit line with the vendor or supplier).

Even with the use of a Joint Check, both the Contractor and DBE remain responsible for compliance with all other elements under 49 CFR § 26.55 (c) (1), and must still be able to prove that a commercially useful function is being performed for the Contractor.

d. Joint Check Procedure(s)

- The DBE advises its General or Prime Contractor that it will have to use a Joint Check and provide proof of such requirement.
- The General or the Prime Contractor submits a request for approval to MassDOT, using MassDOT's approved Joint Check Request form (Document B00855) and by notification on the DBE Letter of Intent (Document B00854), and any other relevant documents. Requests that are not initiated during the bid process should be made in writing and comply with the procedure.
- The MassDOT Office of Civil Rights will review the request and render a decision as part of the approval process for DBE Schedules and Letters of Intent.
- Review and Approval will be project specific and relevant documents will be made part of the project Contract file.
- Payments should be made in the name of both the DBE and vendor or supplier. Payments should be issued and signed by the Contractor as only the guarantor for prompt payment of purchases to the vendor or supplier. The payment to the vendor or supplier should be handled by the DBE (i.e. if possible, funds or the joint check should be processed by the DBE and sent by the DBE to the vendor or supplier).
- MassDOT may request copies of cancelled checks (front and back) and transmittal information to verify any payments made to the DBE and vendor or supplier.
- MassDOT may request other information and documents, and may ask questions of the Contractor, Subcontractor and vendor or supplier prior to, during, and after the project performance to ascertain whether the Subcontractor is performing a commercially useful function and all parties are complying with DBE Program policies and procedures as part of the Subcontractor approval process.

7. AWARD DOCUMENTATION AND PROCEDURES

- a. The two lowest bidders shall submit, by the close of business on the third (3rd) business day after the bid opening, a completed Schedule of Participation by DBEs (Document B00853) which shall list:
- (1) The full company name, address and telephone number of each DBE with whom the bidder intends to make a commitment;
 - (2) The contract item(s), by number(s) and quantity(ies), if applicable, or specific description of other business activity to be performed by each DBE as set forth in the Letters of Intent. The Bidder shall list only firms which have the capacity to perform, manage and supervise the work proposed in accordance with the requirements of 49 CFR Part 26 and Section **6.b** of these Special Provisions.
 - (3) The total dollar amount to be paid to each DBE. (Bidders are cautioned that at least one half of the participation goal must be met with construction activity work.)
 - (4) The total dollar amount to be paid to each DBE that is eligible for credit toward the DBE participation goal under the counting rules set out in Section **6.b**.
 - (5) The total creditable DBE participation as a percentage of the total bid price.
- b. All firms listed on the Schedule must be currently certified.
- c. The two lowest bidders shall each submit, with their Schedules of Participation, fully completed, signed Letters of Intent (Document B00854) from each of the DBEs listed on the Schedule. The Letters of Intent shall be in the form attached and shall identify specifically the contract activity the DBE proposes to perform, expressed as contract item number, if applicable, description of the activity, NAICS code, quantity, unit price and total price. In the event of discrepancy between the Schedule and the Letter of Intent, the Letter of Intent shall govern.
- d. Evidence of good faith efforts will be evaluated by MassDOT in the selection of the lowest responsible bidder.

All information requested by MassDOT for the purpose of evaluating the Contractor's efforts to achieve the participation goal must be provided within three (3) calendar days and must be accurate and complete in every detail. The apparent low bidder's attainment of the DBE participation goal or a satisfactory demonstration of good faith efforts is a prerequisite for award of the Contract.

- e. Failure to meet, or to demonstrate good faith efforts to meet, the requirements of these Special Provisions shall render a bid non-responsive. Therefore, in order to be eligible for award, the bidder (1) must list all DBE's it plans to employ on the Schedule of Participation; and provide the required Letters of Intent for, DBE participation which meets or exceeds the Contract goal in accordance with the terms of these Special Provisions or (2) must demonstrate, to the satisfaction of MassDOT, that good faith efforts were made to achieve the participation goal. MassDOT will adhere to the guidance provided in Appendix A to 49 CFR Part 26 on the determination of a Contractor's good faith efforts to meet the DBE participation goal(s) set forth in Section 2 herein.

- f. If MassDOT finds that the percentage of DBE participation submitted by the bidder on its Schedule does not meet the Contract participation goal, or that Schedule and Letters of Intent were not timely filed, and that the bidder has not demonstrated good faith efforts to comply with these requirements, it shall propose that the bidder be declared ineligible for award. In that case, the bidder may request administrative reconsideration. Such requests must be sent in writing within three (3) calendar days of receiving notice of proposed ineligibility to: The Office of the General Counsel, Massachusetts Department of Transportation, 10 Park Plaza, Boston, MA, 02116.
- g. If, after administrative reconsideration, MassDOT finds that the bidder has not shown that sufficient good faith efforts were made to comply with the requirements of these Special Provisions, it shall reject the bidder's proposal and may retain the proposal guaranty.
- h. Actions which constitute evidence of good faith efforts to meet a DBE participation goal include, but are not limited to, the following examples, which are set forth in 49 CFR Part 26, Appendix A:
- (1) Soliciting through all reasonable and available means (e.g., attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBEs who have the capability to perform the work of the Contract. The bidder must solicit this interest within sufficient time to allow the DBEs to respond to the solicitation. The bidder must determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.
 - (2) Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE participation goal will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the Prime Contractor might otherwise prefer to perform these work items with its own forces.
 - (3) Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
 - (4) Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE Subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE Subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone number of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBEs to perform the work.

A bidder using good business judgment would consider a number of factors in negotiating with Subcontractors, including DBE Subcontractors, and would take a firm's price and capabilities as well as Contract participation goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the Contract DBE participation goal, as long as such costs are reasonable. Also, the ability or desire of a Prime Contractor to perform the work of a Contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime Contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

- (5) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. Contractors should be careful of adding additional requirements of performance that would in effect limit participation by DBEs or any small business. The Contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. nonunion employee status) are not legitimate causes for the rejection or non-solicitation of bids in the Contractor's efforts to meet the Contract participation goal.
- (6) Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.
- (7) Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.
- (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case by case basis to provide assistance in the recruitment and placement of DBEs.

8. COMPLIANCE

- a. All activity performed by a DBE for credit toward the Contract participation goal must be performed, managed and supervised by the DBE in accordance with all commercially useful function requirements of 49 CFR Part 26. The Prime Contractor shall not enter into, or condone, any other arrangement.
- b. The Prime Contractor shall not perform with its own organization, or assign to any other business, an activity designated for the DBE(s) named on the Schedule(s) submitted by the Prime Contractor under Section 7 or under paragraph 8.f of this section, without the approval of MassDOT in accordance with the requirements of paragraphs 8.f and 8.j of this section.
- c. MassDOT may suspend payment for any activity that was not performed by the DBE to whom the activity was committed on the approved Schedule of Participation, or that was not performed in accordance with the requirements of Section 6.
- d. MassDOT retains the right to approve or disapprove of any or all Subcontractors. Requests by the Prime Contractor for approval of participation by a DBE Subcontractor for credit toward the Contract participation goal must include, in addition to any other requirements for Subcontractor approval, the following:
 - (1) A copy of the proposed subcontract. The subcontract must be for at least the dollar amount, and for the work described, in the Bidder's Schedule of Participation.
 - (2) A resume stating the qualifications and experience of the DBE Superintendent and/or foreperson who will supervise the on-site work. A new resume will be required for any change in supervisory personnel during the progress of the work.
 - (3) A Schedule of Operations indicating when the DBE is expected to perform the work.
 - (4) A list of (1) equipment owned by the DBE to be used on the Project, and (2) equipment to be leased by the DBE for use on the Project.

- (5) A list of: (1) all projects (public and private) which the DBE is currently performing; (2) all projects (public and private) to which the DBE is committed; and (3) all projects (public and private) to which the DBE intends to make a commitment. For each Contract, list the contracting organization, the name and telephone number of a contact person for the contracting organization, the dollar value of the work, a description of the work, and the DBE's work schedule for each project.
- e. If, pursuant to the Subcontractor approval process, MassDOT finds that a DBE Subcontractor does not have sufficient experience or resources to perform, manage and supervise work of the kind proposed in accordance with the requirements of 49 CFR Part 26, approval of the DBE Subcontractor may be denied. In the event of such denial, the Prime Contractor shall proceed in accordance with the requirements paragraphs **8.f** and **8.j** of this section.
- f. If, for reasons beyond its control, the Prime Contractor cannot comply with its DBE participation commitment in accordance with the Schedule of Participation submitted under Section 7, the Prime Contractor shall submit to MassDOT the reasons for its inability to comply with its obligations and shall submit, and request approval for, a revised Schedule of Participation. If approved by MassDOT, the revised Schedule shall govern the Prime Contractor's performance in meeting its obligations under these Special Provisions.
- g. A Prime Contractor's compliance with the participation goal in Section 2 shall be determined by reference to the established percentage of the total contract price, provided, however, that no decrease in the dollar amount of a bidder's commitment to any DBE shall be allowed without the approval of MassDOT.
- h. If the contract amount is increased, the Prime Contractor may be required to submit a revised Schedule of Participation in accordance with paragraphs **8.f** and **8.j** of this section.
- i. In the event of the decertification of a DBE scheduled to participate on the Contract for credit toward the participation goal, but not under subcontract, the Contractor shall proceed in accordance with paragraphs **8.f** and **8.j** of this section.
- j. The Prime Contractor shall notify MassDOT immediately of any facts that come to its attention indicating that it may or will be unable to comply with any aspect of its DBE obligation under this Contract.
- k. Any notice required by these Special Provisions shall be given in writing to: (1) the Resident Engineer; (2) the District designated Compliance Officer; and (3) the Director of Compliance, MassDOT Office of Civil Rights, 10 Park Plaza, 4th Floor East, Boston, MA, 02116.
- l. The Prime Contractor and its Subcontractors shall comply with MassDOT's Electronic Reporting System Requirements (MassDOT Document 00821) and submit all information required by MassDOT related to the DBE Special Provisions through the Equitable Business Opportunity Solution ("EBO"). MassDOT reserves the right to request reports in the format it deems necessary anytime during the performance of the Contract.
- m. Termination of DBE by Prime Contractor
- (1) A Prime Contractor shall not terminate a DBE Subcontractor or an approved substitute DBE firm without the prior written consent of MassDOT. This includes, but is not limited to, instances in which a Prime Contractor seeks to perform work originally designated for a DBE Subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

- (2) MassDOT may provide such written consent only if MassDOT agrees, for reasons stated in its concurrence document, that the Prime Contractor has good cause to terminate the DBE firm.
- (3) For purposes of this paragraph, good cause includes the following circumstances:
 - (i) The DBE Subcontractor fails or refuses to execute a written contract;
 - (ii) The DBE Subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Good cause, however, does not exist if the failure or refusal of the DBE Subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the Prime Contractor;
 - (iii) The DBE Subcontractor fails or refuses to meet the Prime Contractor's reasonable, nondiscriminatory bond requirements.
 - (iv) The DBE Subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
 - (v) The DBE Subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1,200 or applicable State law;
 - (vi) (vii) MassDOT has determined that the listed DBE Subcontractor is not a responsible contractor;
 - (vii) The listed DBE Subcontractor voluntarily withdraws from the Project and provides written notice of its withdrawal;
 - (viii) The listed DBE is ineligible to receive DBE credit for the type of work required;
 - (ix) A DBE owner dies or becomes disabled with the result that the listed DBE Contractor is unable to complete its work on the Contract;
 - (x) Other documented good cause that MassDOT determines compels the termination of the DBE Subcontractor. Good cause, however, does not exist if the Prime Contractor seeks to terminate a DBE it relied upon to obtain the Contract so that the Prime Contractor can selfperform the DBE work or substitute another DBE or non-DBE Contractor after Contract Award.
- (4) Before transmitting to MassDOT a request to terminate and/or substitute a DBE Subcontractor, the Prime Contractor must give notice in writing to the DBE Subcontractor, with a copy to MassDOT, of its intent to request to terminate and/or substitute, and the reason for the request.
- (5) The Prime Contractor must give the DBE five (5) business days to respond to the Prime Contractor's notice. The DBE must advise MassDOT and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why MassDOT should not approve the Prime Contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), MassDOT may provide a response period shorter than five (5) business days.
- (6) In addition to post-award terminations, the provisions of this section apply to pre-award deletions of or substitutions for DBE firms.

n. Prompt Payment.

Contractors are required to promptly pay Subcontractors under this Prime Contract within ten (10) business days from the receipt of each payment the Prime Contractor receives from MassDOT. Failure to comply with this requirement may result in the withholding of payment to the Prime Contractor until such time as all payments due under this provision have been received by the Subcontractor(s) and/or referral to the Prequalification Committee for action which may affect the Contractor's prequalification status.

9. SANCTIONS

If the Prime Contractor does not comply with the terms of these Special Provisions and cannot demonstrate to the satisfaction of MassDOT that good faith efforts were made to achieve such compliance, MassDOT may, in addition to any other remedy provided for in the Contract, and notwithstanding any other provision in the Contract:

- a.** Retain, in connection with final acceptance and final payment processing, an amount determined by multiplying the total contract amount by the percentage in Section 2, less the amount paid to approved DBE(s) for work performed under the Contract in accordance with the provisions of Section 8.
- b.** Suspend, terminate or cancel this Contract, in whole or in part, and call upon the Prime Contractor's surety to perform all terms and conditions in the Contract.
- c.** In accordance with 720 CMR 5.05(1)(f), modify or revoke the Prime Contractor's Prequalification status or recommend that the Prime Contractor not receive award of a pending Contract. The Prime Contractor may appeal the determination of the Prequalification Committee in accordance with the provisions of 720 CMR 5.06.
- d.** Initiate debarment proceedings pursuant to M.G.L. c. 29 §29F and, as applicable, 2 CFR Parts 180, 215 and 1,200.
- e.** Refer the matter to the Massachusetts Attorney General for review and prosecution, if appropriate, of any false claim or pursuant to M.G.L. c. 12, §§ 5A to 5O (the Massachusetts False Claim Act).
- f.** Refer the matter to the U.S. DOT's Office of the Inspector General or other agencies for prosecution under Title 18, U.S.C. § 1001, 49 CFR Parts 29 and 31, and other applicable laws and regulations.

10. FURTHER INFORMATION; ENFORCEMENT, COOPERATION AND CONFIDENTIALITY.

- a.** Any proposed DBE, bidder, or Contractor shall provide such information as is necessary in the judgment of MassDOT to ascertain its compliance with the terms of this Special Provision. Further, pursuant to 49 CFR, Part 26.107:

- (1) If you are a firm that does not meet the eligibility criteria of 49 CFR, Parts 26.61 to 26.73 (“subpart D”), that attempts to participate in a DOT- assisted program as a DBE on the basis of false, fraudulent, or deceitful statements or representations or under circumstances indicating a serious lack of business integrity or honesty, MassDOT or FHWA may initiate suspension or debarment proceedings against you under 49 CFR Part 29.
 - (2) If you are a firm that, in order to meet DBE Contract participation goals or other DBE Program requirements, uses or attempts to use, on the basis of false, fraudulent or deceitful statements or representations or under circumstances indicating a serious lack of business integrity or honesty, another firm that does not meet the eligibility criteria of subpart D, FHWA may initiate suspension or debarment proceedings against you under 49 CFR Part 29.
 - (3) In a suspension or debarment proceeding brought either under subparagraph a.(1) or b.(2) of this section, the concerned operating administration may consider the fact that a purported DBE has been certified by a recipient. Such certification does not preclude FHWA from determining that the purported DBE, or another firm that has used or attempted to use it to meet DBE participation goals, should be suspended or debarred.
 - (4) FHWA may take enforcement action under 49 CFR Part 31, Program Fraud and Civil Remedies, against any participant in the DBE Program whose conduct is subject to such action under 49 CFR Part 31.
 - (5) FHWA may refer to the Department of Justice, for prosecution under 18 U.S.C. 1001 or other applicable provisions of law, any person who makes a false or fraudulent statement in connection with participation of a DBE in any DOT-assisted program or otherwise violates applicable Federal statutes.
- b. Pursuant to 49 CFR Part 26.109, the rules governing information, confidentiality, cooperation, and intimidation or retaliation are as follows:
- (1) Availability of records.
 - (i) In responding to requests for information concerning any aspect of the DBE Program, FHWA complies with provisions of the Federal Freedom of Information and Privacy Acts (5 U.S.C. 552 and 552a). FHWA may make available to the public any information concerning the DBE Program release of which is not prohibited by Federal law.
 - (ii) MassDOT shall safeguard from disclosure to unauthorized persons information that may reasonably be considered as confidential business information, consistent with Federal and Massachusetts General Law (M.G.L. c. 66, § 10, M.G.L. c. 4, §7 (26), 950 CMR 32.00).
 - (2) Confidentiality of information on complainants. Notwithstanding the provisions of subparagraph b.(1) of this section, the identity of complainants shall be kept confidential, at their election. If such confidentiality will hinder the investigation, proceeding or hearing, or result in a denial of appropriate administrative due process to other parties, the complainant must be advised for the purpose of waiving the privilege. Complainants are advised that, in some circumstances, failure to waive the privilege may result in the closure of the investigation or dismissal of the proceeding or hearing.

- (3) Cooperation. All participants in FHWA's DBE Program (including, but not limited to, recipients, DBE firms and applicants for DBE certification, complainants and appellants, and Contractors using DBE firms to meet Contract participation goals) are required to cooperate fully and promptly with U.S. DOT and recipient compliance reviews, certification reviews, investigations, and other requests for information. Failure to do so shall be a ground for appropriate action against the party involved (e.g., with respect to recipients, a finding of noncompliance; with respect to DBE firms, denial of certification or removal of eligibility and/or suspension and debarment; with respect to a complainant or appellant, dismissal of the complaint or appeal; with respect to a Contractor which uses DBE firms to meet participation goals, findings of non-responsibility for future Contracts and/or suspension and debarment).
- (4) Intimidation and retaliation. No recipient, Contractor, or any other participant in the program, may intimidate, threaten, coerce, or discriminate against any individual or firm for the purpose of interfering with any right or privilege secured by this part or because the individual or firm has made a complaint, testified, assisted, or participated in any manner in an investigation, proceeding, or hearing under this part. If any recipient or contractor violates this prohibition, that entity is in noncompliance with this 49 CFR Part 26.

11. LIST OF ADDITIONAL DOCUMENTS.

- a. The following documents shall be completed and signed by the bidder and designated DBEs in accordance with Section 7 - Award Documentation and Procedures. These documents must be returned by the bidder to MassDOT's Bid Document Distribution Center:
- ☐ Schedule of DBE Participation (Document B00853)
 - ☐ Letter of Intent (Document B00854)
 - ☐ DBE Joint Check Arrangement Approval Form (Document B00855), if Contractor and DBE plan, or if DBE is required to use a Joint Check
- b. The following document shall be signed and returned by Contractor and Subcontractors/DBEs to the MassDOT District Office overseeing the Project, as applicable:
- ☐ Contractor/Subcontractor Certification Form (Document No. 00859) (a checklist of other documents to be included with every subcontract (DBEs and non-DBEs alike)).
- c. The following document shall be provided to MassDOT's Office of Civil Rights and Prequalification Office at least fourteen (14) business days before the bid opening date, if applicable:
- ☐ Affidavit of DBE/Non-DBE Joint Venture (Document B00856)
- d. The following document shall be provided to MassDOT's District Office of Civil Rights within 30 calendar days after the work of the DBE is completed, or no later than 30 calendar days after the work of the DBE is on a completed and processed CQE. This document shall be completed and submitted by the Prime Contractor:
- ☐ Certificate of Completion by a Minority/Women or Disadvantaged Business Enterprise (M/W/DBE) (Form No. CSD-100)

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Non-segregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- XI. Certification Regarding Use of Contract Funds for Lobbying
- XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work

performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (see 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide

sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than \$10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway

Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding (29 CFR 5.5)

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics,

including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records (29 CFR 5.5)

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or

subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under 29 CFR 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR 5.5(a)(3)(i), and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees (29 CFR 5.5)

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State

Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the

corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor

set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility (29 CFR 5.5)

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1 of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 of this section. 29 CFR 5.5.

* \$27 as of January 23, 2019 (See 84 FR 213-01, 218) as may be adjusted annually by the Department of Labor; pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990).

3. Withholding for unpaid wages and liquidated damages.

The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 of this section. 29 CFR 5.5.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section. 29 CFR 5.5.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or

equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance

with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.326.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders

or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.326.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant

who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is

submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(a) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(b) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(c) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier

subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.
2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

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DOCUMENT 00811

SPECIAL PROVISIONS
MONTHLY PRICE ADJUSTMENT FOR HOT MIX ASPHALT (HMA) MIXTURES
ENGLISH AND METRIC UNITS
Revised: 06/04/2019

This provision applies to all projects using greater than 100 tons (91 megagrams) of hot mix asphalt (HMA) mixtures containing liquid asphalt cement as stipulated in the Notice to Contractors section of the bid documents.

Price Adjustments will be based on the variance in price, for the liquid asphalt component only, between the Base Price and the Period Price. They shall not include transportation or other charges. Price Adjustments will occur on a monthly basis.

Base Price

The Base Price of liquid asphalt on a project as listed in the Notice to Contractors section of the bid documents is a fixed price determined by the Department at the time of the bid using the same method as the determination of the Period Price detailed below. The Base Price shall be used in all bids.

Period Price

The Period Price is the price of liquid asphalt for each monthly period as determined by the Department using the average selling price per standard ton of PG64-28 paving grade (primary binder classification) asphalt, FOB manufacturer's terminal, as listed under the "East Coast Market - New England, Boston, Massachusetts area" section of the Poten & Partners, Inc. "Asphalt Weekly Monitor". This average selling price is listed in the issue having a publication date of the second Friday of the month and will be posted as the Period Price for that month. The Department will post this Period Price on its website at <https://www.mass.gov/service-details/2019-massdot-contract-price-adjustments> within two (2) business days following its receipt of the relevant issue of the "Asphalt Weekly Monitor". Poten and Partners has granted the Department the right to publish this specific asphalt price information sourced from the Asphalt Weekly Monitor. This method of period price determination was formerly called the New Asphalt Period Price Method. Separate website postings using both the New Asphalt Period Price Method and the Old Asphalt Period Price Method were discontinued after June 2013.

Price Adjustment Determination, Calculation and Payment

The Contract Price of the HMA mixture will be paid under the respective item in the Contract. Price Adjustments, as herein provided, either upwards or downwards, will be made after the work has been performed using the monthly period price for the month during which the work was performed.

Price Adjustments will be paid only if the variance from the Base Price is 5% or more for a monthly period. The complete adjustment will be paid in all cases with no deduction of the 5% from either upward or downward adjustments.

The Price Adjustment applies only to the actual virgin liquid asphalt content in the mixture placed on the job in accordance with the Standard Specifications for Highways and Bridges, Division III, Section M3.11.03.

Price Adjustments will be separate payment items. The pay item numbers are 999.401 for a positive price adjustment (a payment) and 999.402 for a negative price adjustment (a deduction). Price Adjustments will be calculated using the following equation:

Price Adjustment = Tons of HMA Placed X Liquid Asphalt Content % X RAP Factor X (Period Price - Base Price)

No Price Adjustment will be allowed beyond the Completion Date of this Contract, unless there is a Department-approved extension of time.

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DOCUMENT 00812

SPECIAL PROVISIONS
MONTHLY PRICE ADJUSTMENT FOR DIESEL FUEL AND GASOLINE –
ENGLISH UNITS
Revised: 02/01/2021

This monthly fuel price adjustment is inserted in this contract because the national and worldwide energy situation has made the future cost of fuel unpredictable. This adjustment will provide for either additional compensation to the Contractor or repayment to the Commonwealth, depending on an increase or decrease in the average price of diesel fuel or gasoline.

This adjustment will be based on fuel usage factors for various items of work developed by the Highway Research Board in Circular 158, dated July 1974. These factors will be multiplied by the quantities of work done in each item during each monthly period and further multiplied by the variance in price from the Base Price to the Period Price.

The Base Price of Diesel Fuel and Gasoline will be the price as indicated in the Department's web site <https://www.mass.gov/service-details/massdot-current-contract-price-adjustments> for the month in which the contract was bid, which includes State Tax.

The Period Price will be the average of prices charged to the State, including State Tax for the bulk purchases made during each month.

This adjustment will be effected only if the variance from the Base Price is 5% or more for a monthly period. The complete adjustment will be paid in all cases with no deduction of the 5% from either upward or downward adjustments.

No adjustment will be paid for work done beyond the extended completion date of any contract.

Any adjustment (increase or decrease) to estimated quantities made to each item at the time of final payment will have the fuel price adjustment figured at the average period price for the entire term of the project for the difference of quantity.

The fuel price adjustment will apply only to the following items of work at the fuel factors shown:

ITEMS COVERED	FUEL FACTORS	
	Diesel	Gasoline
Excavation: and Borrow Work: Items 120, 120.1, 121, 123, 124, 125, 127, 129.3, 140, 140.1, 141, 142, 143, 144, 150, 150.1, 151 and 151.1 (Both Factors used)	0.29 Gallons / CY.	0.15 Gallons / CY
Surfacing Work: All Items containing Hot Mix Asphalt	2.90 Gallons / Ton	Does Not Apply

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DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

August 17, 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 = $\$0.82/\text{Pound} \times 0.950 = \$0.78/\text{Pound}$

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
<u>1</u>	<u>ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel</u>	<u>\$0.73</u>
<u>2</u>	<u>ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)</u>	<u>\$1.02</u>
<u>3</u>	<u>ASTM A668 / A668M (AASHTO M102) Steel Forgings</u>	<u>\$1.02</u>
<u>4</u>	<u>ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs</u>	<u>\$1.08</u>
<u>5</u>	<u>ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate</u>	<u>\$1.13</u>
<u>6</u>	<u>ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes</u>	<u>\$1.06</u>
<u>7</u>	<u>ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate</u>	<u>\$1.13</u>
<u>8</u>	<u>ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes</u>	<u>\$1.06</u>
<u>9</u>	<u>ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate</u>	<u>\$1.17</u>
<u>10</u>	<u>ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes</u>	<u>\$1.08</u>
<u>11</u>	<u>ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate</u>	<u>\$1.17</u>
<u>12</u>	<u>ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes</u>	<u>\$1.08</u>
<u>13</u>	<u>ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate</u>	<u>\$1.26</u>
<u>14</u>	<u>ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate</u>	<u>\$1.32</u>
<u>15</u>	<u>ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate</u>	<u>\$2.01</u>
<u>16</u>	<u>ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate</u>	<u>\$1.17</u>
<u>17</u>	<u>ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes</u>	<u>\$1.08</u>
<u>18</u>	<u>ASTM A276 Type 316 Stainless Steel</u>	<u>\$6.00</u>
<u>19</u>	<u>ASTM A240 Type 316 Stainless Steel</u>	<u>\$6.00</u>
<u>20</u>	<u>ASTM A148 Grade 80/50 Steel Castings (See Note below.)</u>	<u>\$2.07</u>
<u>21</u>	<u>ASTM A53 Grade B Structural Steel Pipe</u>	<u>\$1.33</u>
<u>22</u>	<u>ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe</u>	<u>\$1.33</u>
<u>23</u>	<u>ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile</u>	<u>\$1.05</u>
<u>24</u>	<u>ASTM 252, Grade 2 Permanent Steel Casing</u>	<u>\$1.05</u>
<u>25</u>	<u>ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports</u>	<u>\$1.12</u>
<u>26</u>	<u>ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling</u>	<u>\$1.97</u>
<u>27</u>	<u>ASTM A572 / A572M, Grade 50 Sheetpiling</u>	<u>\$1.97</u>
<u>28</u>	<u>ASTM A36/36M, Grade 50</u>	<u>\$1.13</u>
<u>29</u>	<u>ASTM A570, Grade 50</u>	<u>\$1.12</u>
<u>30</u>	<u>ASTM A572 (AASHTO M223), Grade 50 H-Piles</u>	<u>\$1.13</u>
<u>31</u>	<u>ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1</u>	<u>\$1.33</u>
<u>32</u>	<u>AREA 140 LB Rail and Track Accessories</u>	<u>\$0.67</u>

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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DOCUMENT 00814

SPECIAL PROVISIONS
PRICE ADJUSTMENT FOR PORTLAND CEMENT CONCRETE MIXES

January 12, 2009

This provision applies to all projects using greater than 100 Cubic Yards (76 Cubic Meters) of Portland cement concrete containing Portland cement as stipulated in the Notice to Contractors section of the Bid Documents. This Price Adjustment will occur on a monthly basis.

The Price Adjustment will be based on the variance in price for the Portland cement component only from the Base Price to the Period Price. It shall not include transportation or other charges.

The Base Price of Portland cement on a project is a fixed price determined at the time of bid by the Department by using the same method as for the determination of the Period Price (see below) and found in the Notice to Contractors.

The Period Price of Portland cement will be determined by using the latest published price, in dollars per ton (U.S.), for Portland cement (Type I) quoted for Boston, U.S.A. in the **Construction Economics** section of *ENR Engineering News-Record* magazine or at the ENR website <http://www.enr.com> under **Construction Economics**. The Period Price will be posted on the MassDOT website the Wednesday immediately following the publishing of the monthly price in ENR, which is normally the first week of the month.

The Contract Price of the Portland cement concrete mix will be paid under the respective item in the Contract. The price adjustment, as herein provided, upwards or downwards, will be made after the work has been performed, using the monthly period price for the month during which the work was performed.

The price adjustment applies only to the actual Portland cement content in the mix placed on the job in accordance with the Standard Specifications for Highways and Bridges, Division III, Section M4.02.01. No adjustments will be made for any cement replacement materials such as fly ash or ground granulated blast furnace slag.

The Price Adjustment will be a separate payment item. It will be determined by multiplying the number of cubic yards of Portland cement concrete placed during each monthly period times the Portland cement content percentage times the variance in price between the Base Price and Period Price of Portland cement.

This Price Adjustment will be paid only if the variance from the Base Price is 5% or more for a monthly period. The complete adjustment will be paid in all cases with no deduction of the 5% from either upward or downward adjustments.

No Price Adjustment will be allowed beyond the Completion Date of this Contract, unless there is a Department-approved extension of time.

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DOCUMENT 00820

**THE COMMONWEALTH OF MASSACHUSETTS
SUPPLEMENTAL EQUAL EMPLOYMENT OPPORTUNITY,
NON-DISCRIMINATION AND AFFIRMATIVE ACTION PROGRAM**

I. Definitions

For purposes of this contract,

"Minority" means a person who meets one or more of the following definitions:

- (a) American Indian or Native American means: all persons having origins in any of the original peoples of North America and who are recognized as an Indian by a tribe or tribal organization.
- (b) Asian means: All persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian sub-continent, or the Pacific Islands, including, but Not limited to China, Japan, Korea, Samoa, India, and the Philippine Islands.
- (c) Black means: All persons having origins in any of the Black racial groups of Africa, including, but not limited to, African-Americans, and all persons having origins in any of the original peoples of the Cape Verdean Islands.
- (d) Eskimo or Aleut means: All persons having origins in any of the peoples of Northern Canada, Greenland, Alaska, and Eastern Siberia.
- (e) Hispanic means: All persons having their origins in any of the Spanish-speaking peoples of Mexico, Puerto Rico, Cuba, Central or South America, or the Caribbean Islands.

"State construction contract" means a contract for the construction, reconstruction, installation, demolition, maintenance or repair of a building or capital facility, or a contract for the construction, reconstruction, alteration, remodeling or repair of a public work undertaken by a department, agency, board, or commission of the commonwealth.

"State assisted construction contract" means a contract for the construction, reconstruction, installation, demolition, maintenance or repair of a building or capital facility undertaken by a political subdivision of the commonwealth, or two or more political subdivisions thereof, an authority, or other instrumentality and whose costs of the contract are paid for, reimbursed, grant funded, or otherwise supported, in whole or in part, by the commonwealth.

II. Equal Opportunity, Non-Discrimination and Affirmative Action

During the performance of this Contract, the Contractor and all subcontractors (hereinafter collectively referred to as "the Contractor") for a state construction contract or a state assisted construction contract, for him/herself, his/her assignees and successors in interest, agree to comply with all applicable equal employment opportunity, non-discrimination and affirmative action requirements, including but not limited to the following:

In connection with the performance of work under this contract, the Contractor shall not discriminate against any employee or applicant for employment because of race, color, religious creed, national origin, sex, sexual orientation, genetic information, military service, age, ancestry or disability, shall not discriminate in the selection or retention of subcontractors, and shall not discriminate in the procurement of materials and rentals of equipment.

The aforesaid provision shall include, but not be limited to, the following: employment upgrading, demotion, or transfer; recruitment advertising, layoff or termination; rates of pay or other forms of compensation; conditions or privileges of employment; and selection for apprenticeship or on-the-job training opportunity. The Contractor shall comply with the provisions of chapter 151B of the Massachusetts General Laws, as amended, and all other applicable anti-discrimination and equal opportunity laws, all of which are herein incorporated by reference and made a part of this Contract.

The Contractor shall post hereafter in conspicuous places, available for employees and applicants for employment, notices to be provided by the Massachusetts Commission Against Discrimination setting forth the provisions of the Fair Employment Practices Law of the Commonwealth (Massachusetts General Laws Chapter 151 B).

In connection with the performance of work under this contract, the Contractor shall undertake, in good faith, affirmative action measures to eliminate any discriminatory barriers in the terms and conditions of employment on the grounds of race, color, religious creed, national origin, sex, sexual orientation, genetic information, military service, age, ancestry or disability. Such affirmative action measures shall entail positive and aggressive measures to ensure nondiscrimination and to promote equal opportunity in the areas of hiring, upgrading, demotion or transfer, recruitment, layoff or termination, rate of compensation, apprenticeship and on-the-job training programs. A list of positive and aggressive measures shall include, but not be limited to, advertising employment opportunities in minority and other community news media; notifying minority, women and other community-based organizations of employment opportunities; validating all job specifications, selection requirements, and tests; maintaining a file of names and addresses of each worker referred to the Contractor and what action was taken concerning such worker; and notifying the administering agency in writing when a union with whom the Contractor has a collective bargaining agreement has failed to refer a minority or woman worker. These and other affirmative action measures shall include all actions required to guarantee equal employment opportunity for all persons, regardless of race, color, religious creed, national origin, sex, sexual orientation, genetic information, military service, age, ancestry or disability. One purpose of this provision is to ensure to the fullest extent possible an adequate supply of skilled tradesmen for this and future Commonwealth public construction projects.

III. Minority and Women Workforce Participation

Pursuant to his/her obligations under the preceding section, the Contractor shall strive to achieve on this project the labor participation goals contained herein. Said participation goals shall apply in each job category on this project including but not limited to bricklayers, carpenters, cement masons, electricians, ironworkers, operating engineers and those classes of work enumerated in Section 44F of Chapter 149 of the Massachusetts General Laws. The participation goals for this project shall be 15.3% for minorities and 6.9% for women. The participation goals, as set forth herein, shall not be construed as quotas or set-asides; rather, such participation goals will be used to measure the progress of the Commonwealth's equal opportunity, non-discrimination and affirmative action program. Additionally, the participation goals contained herein should not be seen or treated as a floor or as a ceiling for the employment of particular individuals or group of individuals.

IV. Liaison Committee

At the discretion of the agency that administers the contract for the construction project there may be established for the life of the contract a body to be known as the Liaison Committee. The Liaison Committee shall be composed of one representative each from the agency or agencies administering the contract for the construction project, hereinafter called the administering agency, a representative from the Office of Affirmative action, and such other representatives as may be designated by the administering agency. The Contractor (or his/her agent, if any, designated by him/her as the on-site equal employment opportunity officer) shall recognize the Liaison Committee as an affirmative action body, and shall establish a continuing working relationship with the Liaison Committee, consulting with the Liaison Committee on all matters related to minority recruitment, referral, employment and training.

V. Reports and Records

The Contractor shall prepare projected workforce tables on a quarterly basis when required by the administering agency. These shall be broken down into projections, by week, of workers required in each trade. Copies shall be furnished one week in advance of the commencement of the period covered, and also, when updated, to the administering agency and the Liaison Committee when required.

The Contractor shall prepare weekly reports in a form approved by the administering agency, unless information required is required to be reported electronically by the administering agency, the number of hours worked in each trade by each employee, identified as woman, minority, or non-minority. Copies of these shall be provided at the end of each such week to the administering agency and the Liaison Committee.

Records of employment referral orders, prepared by the Contractor, shall be made available to the administering agency on request.

The Contractor will provide all information and reports required by the administering agency on instructions issued by the administering agency and will permit access to its facilities and any books, records, accounts and other sources of information which may be determined by the administering agency to effect the employment of personnel. This provision shall apply only to information pertinent to the Commonwealth's supplementary non-discrimination, equal opportunity and access and opportunity contract requirements. Where information required is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to the administering agency and shall set forth what efforts he has made to obtain the information.

VI. Access to Work Site

A designee of the administering agency and a designee of the Liaison Committee shall each have a right to access the work site.

VII. Solicitations for Subcontracts, and for the Procurement of Materials and Equipment

In all solicitations either by competitive bidding or negotiation made by the Contractor either for work to be performed under a subcontract or for the procurement of materials or equipment, each potential subcontractor or supplier shall be notified in writing by the Contractor of the Contractor's obligations under this contract relative to non-discrimination and equal opportunity.

VIII. Sanctions

Whenever the administering agency believes the General or Prime Contractor or any subcontractor may not be operating in compliance with the provisions of the Fair Employment Practices Law of the Commonwealth (Massachusetts General Laws Chapter 151B), the administering agency may refer the matter to the Massachusetts Commission Against Discrimination ("Commission") for investigation.

Following the referral of a matter by the administering agency to the Massachusetts Commission Against Discrimination, and while the matter is pending before the MCAD, the administering agency may withhold payments from contractors and subcontractors when it has documentation that the contractor or subcontractor has violated the Fair Employment Practices Law with respect to its activities on the Project, or if the administering agency determines that the contractor has materially failed to comply with its obligations and the requirements of this Section. The amount withheld shall not exceed a withhold of payment to the General or Prime Contractor of 1/100 or 1% of the contract award price or \$5,000, whichever sum is greater, or, if a subcontractor is in non-compliance, a withhold by the administering agency from the General Contractor, to be assessed by the General Contractor as a charge against the subcontractor, of 1/100 or 1% of the subcontractor price, or \$1,000 whichever sum is greater, for each violation of the applicable law or contract requirements. The total withheld from anyone General or Prime Contractor or subcontractor on a Project shall not exceed \$20,000 overall. No withhold of payments or investigation by the Commission or its agent shall be initiated without the administering agency providing prior notice to the Contractor.

If, after investigation, the Massachusetts Commission Against Discrimination finds that a General or Prime Contractor or subcontractor, in commission of a state construction contract or state-assisted construction contract, violated the provisions of the Fair Employment Practices Law, the administering agency may convert the amount withheld as set forth above into a permanent sanction, as a permanent deduct from payments to the General or Prime Contractor or subcontractor, which sanction will be in addition to any such sanctions, fines or penalties imposed by the Massachusetts Commission Against Discrimination.

No sanction enumerated under this Section shall be imposed by the administering agency except after notice to the General or Prime Contractor or subcontractor and an adjudicatory proceeding, as that term is used, under Massachusetts General Laws Chapter 30A, has been conducted.

IX. Severability

The provisions of this section are severable, and if any of these provisions shall be held unconstitutional by any court of competent jurisdiction, the decision of such court shall not affect or impair any of the remaining provisions.

X. Contractor's Certification

After award and prior to the execution of any contract for a state construction contract or a state assisted construction contract, the Prime or General Contractor shall certify that it will comply with all provisions of this Document 00820 Supplemental Equal Employment Opportunity, Non-Discrimination and Affirmative Action Program, by executing Document 00859 Contractor/Subcontractor Certification Form.

XI. Subcontractor Requirements

Prior to the award of any subcontract for a state construction contract or a state assisted construction contract, the Prime or General Contractor shall provide all prospective subcontractors with a complete copy of this Document 00820 entitled "Supplemental Equal Employment Opportunity, Non-Discrimination and Affirmative Action Program" and will incorporate the provisions of this Document 00820 into any and all contracts or work orders for all subcontractors providing work on the Project. In order to ensure that the said subcontractor's certification becomes a part of all subcontracts under the prime contract, the Prime or General Contractor shall certify in writing to the administering agency that it has complied with the requirements as set forth in the preceeding paragraph by executing Document 00859 Contractor/Subcontractor Certification Form.

Rev'd 03/07/14

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DOCUMENT 00821

ELECTRONIC REPORTING REQUIREMENTS
CIVIL RIGHTS PROGRAMS AND CERTIFIED PAYROLL

Implemented on March 2, 2009

Revised June 04, 2019

The Massachusetts Department Of Transportation (MassDOT) has replaced the CHAMP reporting system with Equitable Business Opportunity Solution (EBO), a new web-based civil rights reporting software system. This system is capable of handling both civil rights reporting requirements and certified payrolls. The program's functions include the administration of Equal Employment Opportunity (EEO) requirements, On-The-Job Training requirements (OJT), Disadvantage Business Enterprise (DBE) and/or Minority / Women's Business Enterprise (M/WBE) subcontracting requirements, and the electronic collection of certified payrolls associated with MassDOT projects. In addition, this system is used to generate various data required as part of the American Recovery and Reinvestment Act (ARRA). Contractors are responsible for all coordination with all sub-contractors to ensure timely and accurate electronic submission of all required data.

Contractor and Sub-Contractor EBO User Certification

All contractors and sub-contractors must use the EBO software system. The software vendor, Internet Government Solutions (IGS), has developed an online EBO Training Module that is available to contractors and sub-contractors. This module is a self-tutorial which allows all users in the company to access the training, complete the tutorial, and become certified as EBO users for a one time fee of \$75.00. This is the only cost to contractors and sub-contractors associated with the EBO software system. The online EBO Training Module can be accessed at www.ebotraining.com. Click the "Register My Company" button on the login page to begin your training registration. Questions regarding EBO online training should be directed to Gerry Anguilano, IGS at (440) 238-1684.

MassDOT will track contractors and sub-contractors who have successfully completed the on-line training module. All persons performing civil rights program and/or certified payroll functions should be EBO certified.

Vetting of Firms and Designated Firm Individuals

Contractors must authorize a Primary Log-In ID Holder who has completed EBO on-line training to have access to the EBO system by completing and submitting the "Request For EBO System Log-In/Password Form" located on the MassDOT website at: <https://www.mass.gov/how-to/how-to-get-an-ebo-login>. Contractors must also agree to comply with the EBO system user agreement located on the MassDOT website.

All subcontracts entered into on a project must include language that identifies the submission and training requirements that the sub-contractor must perform. Sub-contractors will be approved by the respective District Office of MassDOT through the existing approval process. When new sub-contractors, who have not previously worked for MassDOT, are initially selected by a general contractor, the new sub-contractor must be approved by the District before taking the EBO on-line training module.

Interim Reporting Requirements

Until MassDOT is satisfied that the EBO system is fully operational and functioning as designed, contractors and sub-contractors will be required to submit certified payrolls manually. There will be a transition period where dual reporting, through manual and electronic submission, will be required. MassDOT, however, will notify contractors and sub-contractors when they may cease manual submission of certified payrolls.

*** END OF DOCUMENT ***

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DOCUMENT 00859

CONTRACTOR/SUBCONTRACTOR CERTIFICATION FORM ‡*The contractor shall submit this completed document 00859 to MassDOT for each subcontract.*

_____ (Contractor) Date: _____

 _____ (Subcontractor) ☐ District

 Approved
 Subcontractor

Contract No.: 120085 Project No.: 612188 Federal Aid No.: NHP(BRR-

ON)-

Location: RANDOLPH

 Project Description: Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24
 (NB & SB) over Canton Street

PART 1 CONTRACTOR CERTIFICATION: I hereby certify, as an authorized official of this company, that to the best of my knowledge, information and belief, the company is in compliance with all applicable federal and state laws, rules, and regulations governing fair labor and employment practices, that the company will not discriminate in their employment practices, that the company will make good faith efforts to comply with the minority employee and women employee workforce participation ratio goals and specific affirmative action steps contained in Contract Document 00820 The Commonwealth of Massachusetts Supplemental Equal Employment Opportunity, Non-Discrimination and Affirmative Action Program, and that the company will comply with the special provisions and documentation indicated below (as checked).

I further hereby certify, as an authorized official of this company, that the special provisions and documentation indicated below (as checked) have been or are included in, and made part of, the Subcontractor Agreement entered into with the firm named above.

☐ **This is not a Federally-aided construction project**
Document #

- ☐ 00718 –Participation By Minority Or Women's Business Enterprises and SDVOBE†
- ☐ 00761 –Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion
- ☐ 00820 – MA Supplemental Equal Employment Opportunity, Non-Discrimination, and Affirmative Action Program
- ☐ 00821 – Electronic Reporting Requirements, Civil Rights Programs, and Certified Payroll
- ☐ 00859 – Contractor/Subcontractor Certification Form (this document)
- ☐ 00860 – MA Employment Laws
- ☐ 00861 – Applicable State Wage Rates in the Contract Proposal**
- ☐ B00842 – MA Schedule of Participation By Minority or Women Business Enterprises (M/WBEs)†
- ☐ B00843 – MA Letter of Intent – M/WBEs†
 - ** Does not apply to Material Suppliers, unless performing work on-site
 - † Applies only if Subcontractor is a M/WBE; only include these forms for the particular M/WBE Entity
- ☐ B00844 - Schedule of Participation By SDVOBE
- ☐ B00845 - Letter of Intent – SDVOBE
- ☐ B00846 – M/WBE or SDVOBE Joint Check Arrangement Approval Form
- ☐ B00847 – Joint Venture Affidavit

☐ **This is a Federally-aided construction project (Federal Aid Number is present)**
Document #

- ☐ 00719 – Special Provisions for Participation by Disadvantaged Business Enterprises†
- ☐ 00760 - Form FHWA 1273 - Required Contract Provisions for Federal-Aid Construction Contracts
- ☐ 00820 – MA Supplemental Equal Employment Opportunity, Non-Discrimination and Affirmative Action Program
- ☐ 00821 – Electronic Reporting Requirements, Civil Rights Programs and Certified Payroll
- ☐ 00859 – Contractor/Subcontractor Certification Form (this document)
- ☐ 00860 – MA Employment Laws
- ☐ 00870 – Standard Federal Equal Employment Opportunity Construction Contract Specifications Executive Order 11246, (41 CFR Parts 60-4.2 and 60-4.3 (Solicitations and Equal Opportunity Clauses)*
- ☐ 00875 – Federal Trainee Special Provisions

- ☐ B00853 – Schedule of Participation by Disadvantaged Business Enterprise†
☐ B00854 – Letter of Intent – DBEs†
☐ B00855 – DBE Joint Check Arrangement Approval Form
☐ B00856 – Joint Venture Affidavit
☐ 00861/00880 - Applicable state and federal wage rates from Contract Proposal**

*Applicable only to Contracts or Subcontracts in excess of \$10,000

**Does not apply to Material Suppliers, unless performing work on-site

† Applies only if Subcontractor is a DBE; only include these forms for the particular DBE Entity

Signed this _____ Day of _____, 20____ Under The Pains And Penalties Of Perjury.

 (Print Name and Title)

 (Authorized Signature)

PART 2

PART 2 SUBCONTRACTOR CERTIFICATION: I hereby certify, as an authorized official of this company, that the required documents in Part 1 above were physically incorporated in our Agreement/Subcontract with the Contractor and give assurance that this company will fully comply or make every good faith effort to comply with the same. I further certify that:

1. This company recognizes that if this is a Federal-Aid Project, then this Contract is covered by the equal employment opportunity laws administered and enforced by the United States Department of Labor (“USDOL”), Office of Federal Contract Compliance Programs (“OFCCP”). By signing below, we acknowledge that this company has certain reporting obligations to the OFCCP, as specified by 41 CFR Part 60-4.2.
2. This company further acknowledges that any contractor with fifty (50) or more employees on a Federal-aid Contract with a value of fifty-thousand (\$50,000) dollars or more must annually file an EEO-1 Report (SF 100) to the EEOC, Joint Reporting Committee, on or before September 30th, each year, as specified by 41 CFR Part 60-1.7a.
3. For more information regarding the federal reporting requirements, please contact the USDOL, OFCCP Regional Office, at 1-646-264-3170 or EEO-1, Joint Reporting Committee at 1-866-286-6440. You may also find guidance at: <http://www.dol.gov/ofccp/TAguides/consttag.pdf> or <http://www.wdol.gov/dba.aspx#0>.
4. This company ☐ has, ☐ has not, participated in a previous contract or subcontract subject to the Equal Opportunity clauses set forth in 41 CFR Part 60-4 and Executive Order 11246, and where required, has filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance Programs or the EEO Commission all reports due under the applicable filing requirements.
5. This company is in full compliance with applicable Federal and Commonwealth of Massachusetts laws, rules, and regulations and is not currently debarred or disqualified from bidding on or participating in construction contracts in any jurisdiction of the United States. See : <https://www.mass.gov/service-details/contractors-and-vendors-suspended-or-debarred-by-massdot>
6. This company is properly registered and in good standing with the Office of the Secretary of the Commonwealth.

Signed this _____ Day of _____, 20____, Under The Pains And Penalties Of Perjury.

Firm: _____

Address: _____

 (Print Name and Title)

Telephone Number: _____

Federal I.D. Number: _____

 (Authorized Signature)

Estimated Start Date: _____

Estimated Completion Date: _____

Estimated Dollar Amount: _____

 (Date)

DOCUMENT 00860

COMMONWEALTH OF MASSACHUSETTS PUBLIC EMPLOYMENT LAWS

Revised February 20, 2019

The Contractor's attention is directed to Massachusetts General Laws, Chapter 149, Sections 26 through 27H, and 150A. This contract is considered to fall within the ambit of that law, which provides that in general, the Prevailing Rate or Total Rate must be paid to employees working on projects funded by the Commonwealth of Massachusetts or any political subdivision including Massachusetts Department of Transportation (MassDOT).

A Federal Aid project is also subject to the Federal Minimum Wage Rate law for construction. When comparing a state minimum wage rate, monitored by the Massachusetts Attorney General, versus federal minimum wage rate, monitored by the U.S. Department of Labor Wage and Hour Division, for a particular job classification the higher wage is at all times to be paid to the affected employee.

Every contractor or subcontractor engaged in this contract to which sections twenty-seven and twenty-seven A apply will keep a true and accurate record of all mechanics and apprentices, teamsters, chauffeurs and laborers employed thereon, showing the name, address and occupational classification of each such employee on this contract, and the hours worked by, and the wages paid to, each such employee, and shall furnish to the MassDOT's Resident Engineer, on a weekly basis, a copy of said record, in a form approved by MassDOT and in accordance with M.G.L. c. 149, § 27B, signed by the employer or his/her authorized agent under the penalties of perjury.

Each such contractor or subcontractor shall preserve its payroll records for a period of three years from the date of completion of the contract.

The Prevailing Wage Rate generally includes the following:

Minimum Hourly Wage + Employer Contributions to Benefit Plans = Prevailing Wage Rate or Total Rate

Any employer who does not make contributions to Benefit Plans must pay the total Prevailing Wage Rate directly to the employee.

Any deduction from the Prevailing Wage Rate or Total Rate for contributions to benefit plans can only be for a Health & Welfare, Pension, or Supplementary Unemployment plan meeting the requirements of the Employee Retirement Income Security Act (ERISA) of 1974. The maximum allowable deduction for these benefits from the prevailing wage rate cannot be greater than the amount allowed by Executive Office of Labor (EOL) for the specified benefits. Any additional expense of providing benefits to the employees is to be borne by the employer and cannot be deducted from the Minimum Hourly Wage. If the employer's benefit expense is less than that so provided by EOL the difference will be paid directly to the employee. The rate established must be paid to all employees who perform work on the project.

When an employer makes deductions from the Minimum Hourly Wage for an employee's contribution to social security, state taxes, federal taxes, and/or other contribution programs, allowed by law, the employer shall furnish each employee a suitable pay slip, check stub or envelope notifying the employee of the amount of the deductions.

No contractor or subcontractor contracting for any part of the contract week shall require or permit any laborer or mechanic to be employed on such work in excess of forty hours in any workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times his basic rate of pay for all hours worked in excess of forty hours in such workweek, whichever is the greater number of overtime hours.

Apprentice Rates are permitted only when there is an Apprentice Agreement registered with the Massachusetts Division of Apprentice Training in accordance with M.G.L. c. 23, § 11E-11L.

The Prevailing Wage Rates issued for each project shall be the rates paid for the entire project. The Prevailing Wage Rates must be posted on the job site at all times and be visible from a public way.

In addition, each such contractor and subcontractor shall furnish to the MassDOT's Resident Engineer, within fifteen days after completion of its portion of the work, a statement, executed by the contractor or subcontractor or by any authorized officer or employee of the contractor or subcontractor who supervises the payment of wages, in the following form:

STATEMENT OF COMPLIANCE

Date: _____

I, _____ do hereby state:
(Name of signatory party) (Title)

That I pay or supervise the payment of the persons employed by:

(Contractor or Subcontractor)

on the _____
(MassDOT Project Location and Contract Number)

and that all mechanics and apprentices, teamsters, chauffeurs and laborers employed on said project have been paid in accordance with wages determined under the provisions of sections twenty-six and twenty-seven of chapter one hundred and forty-nine of the General Laws.

Signature _____

Title _____

The above-mentioned copies of payroll records and statements of compliance shall be available for inspection by any interested party filing a written request to the MassDOT's Resident Engineer for such inspection and copying.

Massachusetts General Laws c. 149, §27, requires annual updates to prevailing wage schedules for all public construction contracts lasting longer than one year. MassDOT will request the required updates and furnish them to the Contractor. The Contractor is required to pay no less than the wage rates indicated on the annual updated wage schedules.

MassDOT will request the updates no later than two week before the anniversary of the Notice to Proceed date of the contract to allow for adequate processing by the Department of Labor Standards (DLS). The effective date for the new rates will be the anniversary date of the contract (i.e. the notice to proceed date), regardless of the date of issuance on the schedule from DLS.

All bidders are cautioned that the aforementioned laws require that employers pay to covered employees no less than the applicable minimum wages. In addition, the same laws require that the applicable prevailing wages become incorporated as part of this contract. The prevailing minimum wage law establishes serious civil and criminal penalties for violations, including imprisonment and exclusion from future public contracts. Bidders are cautioned to carefully read the relevant sections of the Massachusetts General Laws.

*** END OF DOCUMENT ***

DOCUMENT 00861

STATE PREVAILING WAGE RATES

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CHARLES D. BAKER
Governor

KARYN E. POLITO
Lt. Governor

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF LABOR AND WORKFORCE DEVELOPMENT
DEPARTMENT OF LABOR STANDARDS

Prevailing Wage Rates

**As determined by the Director under the provisions of the
Massachusetts General Laws, Chapter 149, Sections 26 to 27H**

ROSALIN ACOSTA
Secretary

MICHAEL FLANAGAN
Director

Awarding Authority: MassDOT
Contract Number: 120085 **City/Town:** RANDOLPH
Description of Work: RANDOLPH Federal Aid Project No. NHP(BRR-ON)-003S(586)X
Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over
Canton Street
Job Location: Route 24 (NB & SB) over Canton Street

Information about Prevailing Wage Schedules for Awarding Authorities and Contractors

- The wage rates will remain in effect for the duration of the project, except in the case of multi-year public construction projects. For construction projects lasting longer than one year, awarding authorities must request an updated wage schedule no later than two weeks before the anniversary of the date the contract was executed by the awarding authority and the general contractor. For multi-year CM AT RISK projects, the awarding authority must request an annual update no later than two weeks before the anniversary date, determined as the earlier of: (a) the execution date of the GMP Amendment, or (b) the execution date of the first amendment to permit procurement of construction services. The annual update requirement is not applicable to 27F "rental of equipment" contracts. **The updated wage schedule must be provided to all contractors, including general and sub-contractors, working on the construction project.**
- This wage schedule applies only to the specific project referenced at the top of this page and uniquely identified by the "Wage Request Number" on all pages of this schedule.
- An Awarding Authority must request an updated wage schedule if it has not opened bids or selected a contractor within 90 days of the date of issuance of the wage schedule. For CM AT RISK projects (bid pursuant to G.L. c.149A), the earlier of: (a) the execution date of the GMP Amendment, or (b) the bid for the first construction scope of work must be within 90-days of the wage schedule issuance date.
- The wage schedule shall be incorporated in any advertisement or call for bids for the project as required by M.G.L. c. 149, § 27. The wage schedule shall be made a part of the contract awarded for the project. The wage schedule must be posted in a conspicuous place at the work site for the life of the project in accordance with M.G.L. c. 149 § 27. The wages listed on the wage schedule must be paid to employees performing construction work on the project whether they are employed by the prime contractor, a filed sub-bidder, or a sub-contractor.
- Apprentices working on the project are required to be registered with the Massachusetts Division of Apprentice Standards (DAS). Apprentices must keep their apprentice identification card on their persons during all work hours on the project. An apprentice registered with DAS may be paid the lower apprentice wage rate at the applicable step as provided on the prevailing wage schedule. **Any apprentice not registered with DAS regardless of whether they are registered with another federal, state, local, or private agency must be paid the journeyworker's rate.**
- Every contractor or subcontractor working on the construction project must submit weekly payroll reports and a Statement of Compliance directly to the awarding authority by mail or email and keep them on file for three years. Each weekly payroll report must contain: the employee's name, address, occupational classification, hours worked, and wages paid. Do not submit weekly payroll reports to DLS. For a sample payroll reporting form go to <http://www.mass.gov/dols/pw>.
- Contractors with questions about the wage rates or classifications included on the wage schedule have an affirmative obligation to inquire with DLS at (617) 626-6953.
- Contractors must obtain the wage schedules from awarding authorities. Failure of a contractor or subcontractor to pay the prevailing wage rates listed on the wage schedule to all employees who perform construction work on the project is a violation of the law and subjects the contractor or subcontractor to civil and criminal penalties.
- Employees not receiving the prevailing wage rate set forth on the wage schedule may file a complaint with the Fair Labor Division of the office of the Attorney General at (617) 727-3465.

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Construction						
(2 AXLE) DRIVER - EQUIPMENT <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$35.95	\$13.41	\$16.01	\$0.00	\$65.37
(3 AXLE) DRIVER - EQUIPMENT <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$36.02	\$13.41	\$16.01	\$0.00	\$65.44
(4 & 5 AXLE) DRIVER - EQUIPMENT <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$36.14	\$13.41	\$16.01	\$0.00	\$65.56
ADS/SUBMERSIBLE PILOT <i>PILE DRIVER LOCAL 56 (ZONE 1)</i>	08/01/2020	\$103.05	\$9.40	\$23.12	\$0.00	\$135.57
For apprentice rates see "Apprentice- PILE DRIVER"						
AIR TRACK OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$37.06	\$9.10	\$16.64	\$0.00	\$62.80
	12/01/2022	\$37.91	\$9.10	\$16.64	\$0.00	\$63.65
	06/01/2023	\$38.81	\$9.10	\$16.64	\$0.00	\$64.55
	12/01/2023	\$39.71	\$9.10	\$16.64	\$0.00	\$65.45
For apprentice rates see "Apprentice- LABORER"						
AIR TRACK OPERATOR (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$36.16	\$9.10	\$16.64	\$0.00	\$61.90
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
ASBESTOS REMOVER - PIPE / MECH. EQUIPT. <i>HEAT & FROST INSULATORS LOCAL 6 (BOSTON)</i>	12/01/2020	\$38.10	\$12.80	\$9.45	\$0.00	\$60.35
ASPHALT RAKER <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
ASPHALT RAKER (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$35.66	\$9.10	\$16.64	\$0.00	\$61.40
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
ASPHALT/CONCRETE/CRUSHER PLANT-ON SITE <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$51.38	\$14.00	\$16.05	\$0.00	\$81.43
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
BACKHOE/FRONT-END LOADER <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$51.38	\$14.00	\$16.05	\$0.00	\$81.43
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
BARCO-TYPE JUMPING TAMPER <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
BLOCK PAVER, RAMMER / CURB SETTER <i>LABORERS - ZONE 2</i>	06/01/2022	\$37.06	\$9.10	\$16.64	\$0.00	\$62.80
	12/01/2022	\$37.91	\$9.10	\$16.64	\$0.00	\$63.65
	06/01/2023	\$38.81	\$9.10	\$16.64	\$0.00	\$64.55
	12/01/2023	\$39.71	\$9.10	\$16.64	\$0.00	\$65.45
For apprentice rates see "Apprentice- LABORER"						
BLOCK PAVER, RAMMER / CURB SETTER (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$36.16	\$9.10	\$16.64	\$0.00	\$61.90
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
BOILER MAKER <i>BOILERMAKERS LOCAL 29</i>	01/01/2020	\$46.10	\$7.07	\$17.98	\$0.00	\$71.15

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - BOILERMAKER - Local 29						
Effective Date - 01/01/2020						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	65	\$29.97	\$7.07	\$11.69	\$0.00	\$48.73
2	65	\$29.97	\$7.07	\$11.69	\$0.00	\$48.73
3	70	\$32.27	\$7.07	\$12.59	\$0.00	\$51.93
4	75	\$34.58	\$7.07	\$13.49	\$0.00	\$55.14
5	80	\$36.88	\$7.07	\$14.38	\$0.00	\$58.33
6	85	\$39.19	\$7.07	\$15.29	\$0.00	\$61.55
7	90	\$41.49	\$7.07	\$16.18	\$0.00	\$64.74
8	95	\$43.80	\$7.07	\$17.09	\$0.00	\$67.96
Notes:						
Apprentice to Journeyworker Ratio:1:4						
BRICK/STONE/ARTIFICIAL MASONRY (INCL. MASONRY WATERPROOFING) BRICKLAYERS LOCAL 3 (QUINCY)	08/01/2022	\$59.15	\$11.49	\$22.34	\$0.00	\$92.98
	02/01/2023	\$60.35	\$11.49	\$22.34	\$0.00	\$94.18
	08/01/2023	\$62.40	\$11.49	\$22.34	\$0.00	\$96.23
	02/01/2024	\$63.65	\$11.49	\$22.34	\$0.00	\$97.48
	08/01/2024	\$65.75	\$11.49	\$22.34	\$0.00	\$99.58
	02/01/2025	\$67.05	\$11.49	\$22.34	\$0.00	\$100.88
	08/01/2025	\$69.20	\$11.49	\$22.34	\$0.00	\$103.03
	02/01/2026	\$70.55	\$11.49	\$22.34	\$0.00	\$104.38
	08/01/2026	\$72.75	\$11.49	\$22.34	\$0.00	\$106.58
	02/01/2027	\$74.15	\$11.49	\$22.34	\$0.00	\$107.98

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - BRICK/PLASTER/CEMENT MASON - Local 3 Quincy						
Effective Date - 08/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$29.58	\$11.49	\$22.34	\$0.00	\$63.41
2	60	\$35.49	\$11.49	\$22.34	\$0.00	\$69.32
3	70	\$41.41	\$11.49	\$22.34	\$0.00	\$75.24
4	80	\$47.32	\$11.49	\$22.34	\$0.00	\$81.15
5	90	\$53.24	\$11.49	\$22.34	\$0.00	\$87.07
Effective Date - 02/01/2023						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$30.18	\$11.49	\$22.34	\$0.00	\$64.01
2	60	\$36.21	\$11.49	\$22.34	\$0.00	\$70.04
3	70	\$42.25	\$11.49	\$22.34	\$0.00	\$76.08
4	80	\$48.28	\$11.49	\$22.34	\$0.00	\$82.11
5	90	\$54.32	\$11.49	\$22.34	\$0.00	\$88.15
Notes:						
Apprentice to Journeyworker Ratio:1:5						
BULLDOZER/GRADER/SCRAPER <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
CAISSON & UNDERPINNING BOTTOM MAN <i>LABORERS - FOUNDATION AND MARINE</i>	12/01/2021	\$42.33	\$9.10	\$17.72	\$0.00	\$69.15
For apprentice rates see "Apprentice- LABORER"						
CAISSON & UNDERPINNING LABORER <i>LABORERS - FOUNDATION AND MARINE</i>	12/01/2021	\$41.18	\$9.10	\$17.72	\$0.00	\$68.00
For apprentice rates see "Apprentice- LABORER"						
CAISSON & UNDERPINNING TOP MAN <i>LABORERS - FOUNDATION AND MARINE</i>	12/01/2021	\$41.18	\$9.10	\$17.72	\$0.00	\$68.00
For apprentice rates see "Apprentice- LABORER"						
CARBIDE CORE DRILL OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
CARPENTER <i>CARPENTERS -ZONE 2 (Eastern Massachusetts)</i>	09/01/2022	\$45.18	\$8.68	\$19.97	\$0.00	\$73.83
	03/01/2023	\$45.78	\$8.68	\$19.97	\$0.00	\$74.43

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - CARPENTER - Zone 2 Eastern MA						
Effective Date - 09/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.59	\$8.68	\$1.73	\$0.00	\$33.00
2	60	\$27.11	\$8.68	\$1.73	\$0.00	\$37.52
3	70	\$31.63	\$8.68	\$14.78	\$0.00	\$55.09
4	75	\$33.89	\$8.68	\$14.78	\$0.00	\$57.35
5	80	\$36.14	\$8.68	\$16.51	\$0.00	\$61.33
6	80	\$36.14	\$8.68	\$16.51	\$0.00	\$61.33
7	90	\$40.66	\$8.68	\$18.24	\$0.00	\$67.58
8	90	\$40.66	\$8.68	\$18.24	\$0.00	\$67.58
Effective Date - 03/01/2023						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.89	\$8.68	\$1.73	\$0.00	\$33.30
2	60	\$27.47	\$8.68	\$1.73	\$0.00	\$37.88
3	70	\$32.05	\$8.68	\$14.78	\$0.00	\$55.51
4	75	\$34.34	\$8.68	\$14.78	\$0.00	\$57.80
5	80	\$36.62	\$8.68	\$16.51	\$0.00	\$61.81
6	80	\$36.62	\$8.68	\$16.51	\$0.00	\$61.81
7	90	\$41.20	\$8.68	\$18.24	\$0.00	\$68.12
8	90	\$41.20	\$8.68	\$18.24	\$0.00	\$68.12
Notes: % Indentured After 10/1/17; 45/45/55/55/70/70/80/80 Step 1&2 \$31.01/ 3&4 \$48.64/ 5&6 \$57.24/ 7&8 \$63.54						
Apprentice to Journeyworker Ratio:1:5						
CARPENTER WOOD FRAME	04/01/2022	\$23.66	\$7.21	\$4.80	\$0.00	\$35.67
CARPENTERS-ZONE 3 (Wood Frame)	04/01/2023	\$24.16	\$7.21	\$4.80	\$0.00	\$36.17
All Aspects of New Wood Frame Work						

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
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Apprentice - CARPENTER (Wood Frame) - Zone 3**Effective Date -** 04/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	60	\$14.20	\$7.21	\$0.00	\$0.00	\$21.41
2	60	\$14.20	\$7.21	\$0.00	\$0.00	\$21.41
3	65	\$15.38	\$7.21	\$0.00	\$0.00	\$22.59
4	70	\$16.56	\$7.21	\$0.00	\$0.00	\$23.77
5	75	\$17.75	\$7.21	\$3.80	\$0.00	\$28.76
6	80	\$18.93	\$7.21	\$3.80	\$0.00	\$29.94
7	85	\$20.11	\$7.21	\$3.80	\$0.00	\$31.12
8	90	\$21.29	\$7.21	\$3.80	\$0.00	\$32.30

Effective Date - 04/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	60	\$14.50	\$7.21	\$0.00	\$0.00	\$21.71
2	60	\$14.50	\$7.21	\$0.00	\$0.00	\$21.71
3	65	\$15.70	\$7.21	\$0.00	\$0.00	\$22.91
4	70	\$16.91	\$7.21	\$0.00	\$0.00	\$24.12
5	75	\$18.12	\$7.21	\$3.80	\$0.00	\$29.13
6	80	\$19.33	\$7.21	\$3.80	\$0.00	\$30.34
7	85	\$20.54	\$7.21	\$3.80	\$0.00	\$31.55
8	90	\$21.74	\$7.21	\$3.80	\$0.00	\$32.75

Notes:

% Indentured After 10/1/17; 45/45/55/55/70/70/80/80
 Step 1&2 \$17.86/ 3&4 \$20.22/ 5&6 \$27.57/ 7&8 \$29.94

Apprentice to Journeyworker Ratio:1:5

CEMENT MASONRY/PLASTERING BRICKLAYERS LOCAL 3 (QUINCY)	01/01/2020	\$49.07	\$12.75	\$22.41	\$0.62	\$84.85
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Apprentice - CEMENT MASONRY/PLASTERING - Eastern Mass (Quincy)**Effective Date -** 01/01/2020

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$24.54	\$12.75	\$15.41	\$0.00	\$52.70
2	60	\$29.44	\$12.75	\$17.41	\$0.62	\$60.22
3	65	\$31.90	\$12.75	\$18.41	\$0.62	\$63.68
4	70	\$34.35	\$12.75	\$19.41	\$0.62	\$67.13
5	75	\$36.80	\$12.75	\$20.41	\$0.62	\$70.58
6	80	\$39.26	\$12.75	\$21.41	\$0.62	\$74.04
7	90	\$44.16	\$12.75	\$22.41	\$0.62	\$79.94

Notes:

Steps 3,4 are 500 hrs. All other steps are 1,000 hrs.

Apprentice to Journeyworker Ratio:1:3

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
CHAIN SAW OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
CLAM SHELLS/SLURRY BUCKETS/HEADING MACHINES <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$52.38	\$14.00	\$16.05	\$0.00	\$82.43
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
COMPRESSOR OPERATOR <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$33.69	\$14.00	\$16.05	\$0.00	\$63.74
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
DELEADER (BRIDGE) <i>PAINTERS LOCAL 35 - ZONE 2</i>	07/01/2022	\$54.86	\$8.65	\$23.05	\$0.00	\$86.56
	01/01/2023	\$56.06	\$8.65	\$23.05	\$0.00	\$87.76
	07/01/2023	\$57.26	\$8.65	\$23.05	\$0.00	\$88.96
	01/01/2024	\$58.46	\$8.65	\$23.05	\$0.00	\$90.16
	07/01/2024	\$59.66	\$8.65	\$23.05	\$0.00	\$91.36
	01/01/2025	\$60.86	\$8.65	\$23.05	\$0.00	\$92.56

Apprentice - PAINTER Local 35 - BRIDGES/TANKS

Effective Date - 07/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$27.43	\$8.65	\$0.00	\$0.00	\$36.08
2	55	\$30.17	\$8.65	\$6.27	\$0.00	\$45.09
3	60	\$32.92	\$8.65	\$6.84	\$0.00	\$48.41
4	65	\$35.66	\$8.65	\$7.41	\$0.00	\$51.72
5	70	\$38.40	\$8.65	\$19.63	\$0.00	\$66.68
6	75	\$41.15	\$8.65	\$20.20	\$0.00	\$70.00
7	80	\$43.89	\$8.65	\$20.77	\$0.00	\$73.31
8	90	\$49.37	\$8.65	\$21.91	\$0.00	\$79.93

Effective Date - 01/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$28.03	\$8.65	\$0.00	\$0.00	\$36.68
2	55	\$30.83	\$8.65	\$6.27	\$0.00	\$45.75
3	60	\$33.64	\$8.65	\$6.84	\$0.00	\$49.13
4	65	\$36.44	\$8.65	\$7.41	\$0.00	\$52.50
5	70	\$39.24	\$8.65	\$19.63	\$0.00	\$67.52
6	75	\$42.05	\$8.65	\$20.20	\$0.00	\$70.90
7	80	\$44.85	\$8.65	\$20.77	\$0.00	\$74.27
8	90	\$50.45	\$8.65	\$21.91	\$0.00	\$81.01

Notes:

Steps are 750 hrs.

Apprentice to Journeyworker Ratio:1:1

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
DEMO: ADZEMAN <i>LABORERS - ZONE 2</i>	06/01/2022	\$42.33	\$9.10	\$17.57	\$0.00	\$69.00
	12/01/2022	\$43.33	\$9.10	\$17.57	\$0.00	\$70.00
	06/01/2023	\$44.33	\$9.10	\$17.57	\$0.00	\$71.00
	12/01/2023	\$45.58	\$9.10	\$17.57	\$0.00	\$72.25
For apprentice rates see "Apprentice- LABORER"						
DEMO: BACKHOE/LOADER/HAMMER OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$43.33	\$9.10	\$17.57	\$0.00	\$70.00
	12/01/2022	\$44.33	\$9.10	\$17.57	\$0.00	\$71.00
	06/01/2023	\$45.33	\$9.10	\$17.57	\$0.00	\$72.00
	12/01/2023	\$46.58	\$9.10	\$17.57	\$0.00	\$73.25
For apprentice rates see "Apprentice- LABORER"						
DEMO: BURNERS <i>LABORERS - ZONE 2</i>	06/01/2022	\$43.08	\$9.10	\$17.57	\$0.00	\$69.75
	12/01/2022	\$44.08	\$9.10	\$17.57	\$0.00	\$70.75
	06/01/2023	\$45.08	\$9.10	\$17.57	\$0.00	\$71.75
	12/01/2023	\$46.33	\$9.10	\$17.57	\$0.00	\$73.00
For apprentice rates see "Apprentice- LABORER"						
DEMO: CONCRETE CUTTER/SAWYER <i>LABORERS - ZONE 2</i>	06/01/2022	\$43.33	\$9.10	\$17.57	\$0.00	\$70.00
	12/01/2022	\$44.33	\$9.10	\$17.57	\$0.00	\$71.00
	06/01/2023	\$45.33	\$9.10	\$17.57	\$0.00	\$72.00
	12/01/2023	\$46.58	\$9.10	\$17.57	\$0.00	\$73.25
For apprentice rates see "Apprentice- LABORER"						
DEMO: JACKHAMMER OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$43.08	\$9.10	\$17.57	\$0.00	\$69.75
	12/01/2022	\$44.08	\$9.10	\$17.57	\$0.00	\$70.75
	06/01/2023	\$45.08	\$9.10	\$17.57	\$0.00	\$71.75
	12/01/2023	\$46.33	\$9.10	\$17.57	\$0.00	\$73.00
For apprentice rates see "Apprentice- LABORER"						
DEMO: WRECKING LABORER <i>LABORERS - ZONE 2</i>	06/01/2022	\$42.33	\$9.10	\$17.57	\$0.00	\$69.00
	12/01/2022	\$43.33	\$9.10	\$17.57	\$0.00	\$70.00
	06/01/2023	\$44.33	\$9.10	\$17.57	\$0.00	\$71.00
	12/01/2023	\$45.58	\$9.10	\$17.57	\$0.00	\$72.25
For apprentice rates see "Apprentice- LABORER"						
DIRECTIONAL DRILL MACHINE OPERATOR <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
DIVER <i>PILE DRIVER LOCAL 56 (ZONE 1)</i>	08/01/2020	\$68.70	\$9.40	\$23.12	\$0.00	\$101.22
For apprentice rates see "Apprentice- PILE DRIVER"						
DIVER TENDER <i>PILE DRIVER LOCAL 56 (ZONE 1)</i>	08/01/2020	\$49.07	\$9.40	\$23.12	\$0.00	\$81.59
For apprentice rates see "Apprentice- PILE DRIVER"						
DIVER TENDER (EFFLUENT) <i>PILE DRIVER LOCAL 56 (ZONE 1)</i>	08/01/2020	\$73.60	\$9.40	\$23.12	\$0.00	\$106.12
For apprentice rates see "Apprentice- PILE DRIVER"						
DIVER/SLURRY (EFFLUENT) <i>PILE DRIVER LOCAL 56 (ZONE 1)</i>	08/01/2020	\$103.05	\$9.40	\$23.12	\$0.00	\$135.57
For apprentice rates see "Apprentice- PILE DRIVER"						
DRAWBRIDGE OPERATOR (Construction) <i>DRAWBRIDGE - SEIU LOCAL 888</i>	07/01/2020	\$26.77	\$6.67	\$3.93	\$0.16	\$37.53
ELECTRICIAN <i>ELECTRICIANS LOCAL 223</i>	09/01/2022	\$46.35	\$11.50	\$16.18	\$0.00	\$74.03
	09/01/2023	\$47.87	\$11.75	\$16.86	\$0.00	\$76.48

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - <i>ELECTRICIAN - Local 223</i>						
Effective Date - 09/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	40	\$18.54	\$11.50	\$0.56	\$0.00	\$30.60
2	45	\$20.86	\$11.50	\$0.63	\$0.00	\$32.99
3	50	\$23.18	\$11.50	\$0.70	\$0.00	\$35.38
4	55	\$25.49	\$11.50	\$7.35	\$0.00	\$44.34
5	60	\$27.81	\$11.50	\$7.86	\$0.00	\$47.17
6	65	\$30.13	\$11.50	\$8.37	\$0.00	\$50.00
7	70	\$32.45	\$11.50	\$8.89	\$0.00	\$52.84
8	75	\$34.76	\$11.50	\$9.40	\$0.00	\$55.66
Effective Date - 09/01/2023						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	40	\$19.15	\$11.75	\$0.57	\$0.00	\$31.47
2	45	\$21.54	\$11.75	\$0.65	\$0.00	\$33.94
3	50	\$23.94	\$11.75	\$0.72	\$0.00	\$36.41
4	55	\$26.33	\$11.75	\$7.79	\$0.00	\$45.87
5	60	\$28.72	\$11.75	\$8.31	\$0.00	\$48.78
6	65	\$31.12	\$11.75	\$8.65	\$0.00	\$51.52
7	70	\$33.51	\$11.75	\$9.38	\$0.00	\$54.64
8	75	\$35.90	\$11.75	\$9.90	\$0.00	\$57.55
Notes:						
Apprentice to Journeyworker Ratio:2:3***						

ELEVATOR CONSTRUCTOR	01/01/2022	\$65.62	\$16.03	\$20.21	\$0.00	\$101.86
<i>ELEVATOR CONSTRUCTORS LOCAL 4</i>						

Apprentice - *ELEVATOR CONSTRUCTOR - Local 4***Effective Date - 01/01/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$32.81	\$16.03	\$0.00	\$0.00	\$48.84
2	55	\$36.09	\$16.03	\$20.21	\$0.00	\$72.33
3	65	\$42.65	\$16.03	\$20.21	\$0.00	\$78.89
4	70	\$45.93	\$16.03	\$20.21	\$0.00	\$82.17
5	80	\$52.50	\$16.03	\$20.21	\$0.00	\$88.74

Notes:

Steps 1-2 are 6 mos.; Steps 3-5 are 1 year

Apprentice to Journeyworker Ratio:1:1

ELEVATOR CONSTRUCTOR HELPER	01/01/2022	\$45.93	\$16.03	\$20.21	\$0.00	\$82.17
<i>ELEVATOR CONSTRUCTORS LOCAL 4</i>						

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
For apprentice rates see "Apprentice - ELEVATOR CONSTRUCTOR"						
FENCE & GUARD RAIL ERECTOR (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$35.66	\$9.10	\$16.64	\$0.00	\$61.40
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
FIELD ENG.INST.PERSON-BLDG,SITE,HVY/HWY <i>OPERATING ENGINEERS LOCAL 4</i>	05/01/2022	\$47.18	\$14.00	\$16.05	\$0.00	\$77.23
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
FIELD ENG.PARTY CHIEF-BLDG,SITE,HVY/HWY <i>OPERATING ENGINEERS LOCAL 4</i>	05/01/2022	\$48.72	\$14.00	\$16.05	\$0.00	\$78.77
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
FIELD ENG.ROD PERSON-BLDG,SITE,HVY/HWY <i>OPERATING ENGINEERS LOCAL 4</i>	05/01/2022	\$23.33	\$14.00	\$16.05	\$0.00	\$53.38
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
FIRE ALARM INSTALLER <i>ELECTRICIANS LOCAL 223</i>	09/01/2020	\$43.66	\$10.90	\$14.66	\$0.00	\$69.22
For apprentice rates see "Apprentice- ELECTRICIAN"						
FIRE ALARM REPAIR / MAINTENANCE <i>/ COMMISSIONINGELECTRICIANS LOCAL 223</i>	09/01/2020	\$36.86	\$10.90	\$12.45	\$0.00	\$60.21
For apprentice rates see "Apprentice- TELECOMMUNICATIONS TECHNICIAN"						
FIREMAN (ASST. ENGINEER) <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$41.76	\$14.00	\$16.05	\$0.00	\$71.81
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
FLAGGER & SIGNALER (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$24.50	\$9.10	\$16.64	\$0.00	\$50.24
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
FLOORCOVERER <i>FLOORCOVERERS LOCAL 2168 ZONE I</i>	03/01/2022	\$49.93	\$8.68	\$20.27	\$0.00	\$78.88

Apprentice - FLOORCOVERER - Local 2168 Zone I

Effective Date - 03/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$24.97	\$8.68	\$1.79	\$0.00	\$35.44
2	55	\$27.46	\$8.68	\$1.79	\$0.00	\$37.93
3	60	\$29.96	\$8.68	\$14.90	\$0.00	\$53.54
4	65	\$32.45	\$8.68	\$14.90	\$0.00	\$56.03
5	70	\$34.95	\$8.68	\$16.69	\$0.00	\$60.32
6	75	\$37.45	\$8.68	\$16.69	\$0.00	\$62.82
7	80	\$39.94	\$8.68	\$18.48	\$0.00	\$67.10
8	85	\$42.44	\$8.68	\$18.48	\$0.00	\$69.60

Notes: Steps are 750 hrs.
% After 10/1/17; 45/45/55/55/70/70/80/80 (1500hr Steps)
Step 1&2 \$32.94/ 3&4 \$39.66/ 5&6 \$60.32/ 7&8 \$67.10

Apprentice to Journeyworker Ratio:1:1

FORK LIFT/CHERRY PICKER <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$51.38	\$14.00	\$16.05	\$0.00	\$81.43
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
GENERATOR/LIGHTING PLANT/HEATERS <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$33.69	\$14.00	\$16.05	\$0.00	\$63.74

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
GLAZIER (GLASS PLANK/AIR BARRIER/INTERIOR SYSTEMS)	07/01/2022	\$44.36	\$8.65	\$23.05	\$0.00	\$76.06
GLAZIERS LOCAL 35 (ZONE 2)	01/01/2023	\$45.56	\$8.65	\$23.05	\$0.00	\$77.26
	07/01/2023	\$46.76	\$8.65	\$23.05	\$0.00	\$78.46
	01/01/2024	\$47.96	\$8.65	\$23.05	\$0.00	\$79.66
	07/01/2024	\$49.16	\$8.65	\$23.05	\$0.00	\$80.86
	01/01/2025	\$50.36	\$8.65	\$23.05	\$0.00	\$82.06

Apprentice - GLAZIER - Local 35 Zone 2**Effective Date - 07/01/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.18	\$8.65	\$0.00	\$0.00	\$30.83
2	55	\$24.40	\$8.65	\$6.27	\$0.00	\$39.32
3	60	\$26.62	\$8.65	\$6.84	\$0.00	\$42.11
4	65	\$28.83	\$8.65	\$7.41	\$0.00	\$44.89
5	70	\$31.05	\$8.65	\$19.63	\$0.00	\$59.33
6	75	\$33.27	\$8.65	\$20.20	\$0.00	\$62.12
7	80	\$35.49	\$8.65	\$20.77	\$0.00	\$64.91
8	90	\$39.92	\$8.65	\$21.91	\$0.00	\$70.48

Effective Date - 01/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.78	\$8.65	\$0.00	\$0.00	\$31.43
2	55	\$25.06	\$8.65	\$6.27	\$0.00	\$39.98
3	60	\$27.34	\$8.65	\$6.84	\$0.00	\$42.83
4	65	\$29.61	\$8.65	\$7.41	\$0.00	\$45.67
5	70	\$31.89	\$8.65	\$19.63	\$0.00	\$60.17
6	75	\$34.17	\$8.65	\$20.20	\$0.00	\$63.02
7	80	\$36.45	\$8.65	\$20.77	\$0.00	\$65.87
8	90	\$41.00	\$8.65	\$21.91	\$0.00	\$71.56

Notes:

Steps are 750 hrs.

Apprentice to Journeyworker Ratio:1:1

HOISTING ENGINEER/CRANES/GRADALLS	12/01/2021	\$51.38	\$14.00	\$16.05	\$0.00	\$81.43
OPERATING ENGINEERS LOCAL 4						

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - OPERATING ENGINEERS - Local 4						
Effective Date - 12/01/2021						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	55	\$28.26	\$14.00	\$0.00	\$0.00	\$42.26
2	60	\$30.83	\$14.00	\$16.05	\$0.00	\$60.88
3	65	\$33.40	\$14.00	\$16.05	\$0.00	\$63.45
4	70	\$35.97	\$14.00	\$16.05	\$0.00	\$66.02
5	75	\$38.54	\$14.00	\$16.05	\$0.00	\$68.59
6	80	\$41.10	\$14.00	\$16.05	\$0.00	\$71.15
7	85	\$43.67	\$14.00	\$16.05	\$0.00	\$73.72
8	90	\$46.24	\$14.00	\$16.05	\$0.00	\$76.29
Notes:						
Apprentice to Journeyworker Ratio:1:6						

HVAC (DUCTWORK) <i>SHEETMETAL WORKERS LOCAL 17 - A</i>	02/01/2022	\$53.70	\$13.80	\$25.60	\$2.79	\$95.89
For apprentice rates see "Apprentice- SHEET METAL WORKER"						
HVAC (ELECTRICAL CONTROLS) <i>ELECTRICIANS LOCAL 223</i>	09/01/2020	\$43.66	\$10.90	\$14.66	\$0.00	\$69.22
For apprentice rates see "Apprentice- ELECTRICIAN"						
HVAC (TESTING AND BALANCING - AIR) <i>SHEETMETAL WORKERS LOCAL 17 - A</i>	02/01/2022	\$53.70	\$13.80	\$25.60	\$2.79	\$95.89
For apprentice rates see "Apprentice- SHEET METAL WORKER"						
HVAC (TESTING AND BALANCING -WATER) <i>PLUMBERS & PIPEFITTERS LOCAL 51</i>	08/30/2021	\$46.49	\$10.15	\$19.95	\$0.00	\$76.59
For apprentice rates see "Apprentice- PIPEFITTER" or "PLUMBER/PIPEFITTER"						
HVAC MECHANIC <i>PLUMBERS & PIPEFITTERS LOCAL 51</i>	08/30/2021	\$46.49	\$10.15	\$19.95	\$0.00	\$76.59
For apprentice rates see "Apprentice- PIPEFITTER" or "PLUMBER/PIPEFITTER"						
HYDRAULIC DRILLS <i>LABORERS - ZONE 2</i>	06/01/2022	\$37.06	\$9.10	\$16.64	\$0.00	\$62.80
	12/01/2022	\$37.91	\$9.10	\$16.64	\$0.00	\$63.65
	06/01/2023	\$38.81	\$9.10	\$16.64	\$0.00	\$64.55
	12/01/2023	\$39.71	\$9.10	\$16.64	\$0.00	\$65.45
For apprentice rates see "Apprentice- LABORER"						
HYDRAULIC DRILLS (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$36.16	\$9.10	\$16.64	\$0.00	\$61.90
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
INSULATOR (PIPES & TANKS) <i>HEAT & FROST INSULATORS LOCAL 6 (BOSTON)</i>	09/01/2022	\$53.85	\$13.80	\$17.14	\$0.00	\$84.79

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - ASBESTOS INSULATOR (Pipes & Tanks) - Local 6 Boston						
Effective Date - 09/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$26.93	\$13.80	\$12.42	\$0.00	\$53.15
2	60	\$32.31	\$13.80	\$13.36	\$0.00	\$59.47
3	70	\$37.70	\$13.80	\$14.31	\$0.00	\$65.81
4	80	\$43.08	\$13.80	\$15.25	\$0.00	\$72.13
Notes:						
Steps are 1 year						
Apprentice to Journeyworker Ratio:1:4						
IRONWORKER/WELDER	03/16/2022	\$50.60	\$8.20	\$26.50	\$0.00	\$85.30
<i>IRONWORKERS LOCAL 7 (BOSTON AREA)</i>						

Apprentice - IRONWORKER - Local 7 Boston**Effective Date - 03/16/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	60	\$30.36	\$8.20	\$26.50	\$0.00	\$65.06
2	70	\$35.42	\$8.20	\$26.50	\$0.00	\$70.12
3	75	\$37.95	\$8.20	\$26.50	\$0.00	\$72.65
4	80	\$40.48	\$8.20	\$26.50	\$0.00	\$75.18
5	85	\$43.01	\$8.20	\$26.50	\$0.00	\$77.71
6	90	\$45.54	\$8.20	\$26.50	\$0.00	\$80.24
Notes:						
** Structural 1:6; Ornamental 1:4						
Apprentice to Journeyworker Ratio:**						

JACKHAMMER & PAVING BREAKER OPERATOR	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
<i>LABORERS - ZONE 2</i>						
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
LABORER	06/01/2022	\$36.31	\$9.10	\$16.64	\$0.00	\$62.05
<i>LABORERS - ZONE 2</i>						
	12/01/2022	\$37.16	\$9.10	\$16.64	\$0.00	\$62.90
	06/01/2023	\$38.06	\$9.10	\$16.64	\$0.00	\$63.80
	12/01/2023	\$38.96	\$9.10	\$16.64	\$0.00	\$64.70

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - LABORER - Zone 2						
Effective Date - 06/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	60	\$21.79	\$9.10	\$16.64	\$0.00	\$47.53
2	70	\$25.42	\$9.10	\$16.64	\$0.00	\$51.16
3	80	\$29.05	\$9.10	\$16.64	\$0.00	\$54.79
4	90	\$32.68	\$9.10	\$16.64	\$0.00	\$58.42
Effective Date - 12/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	60	\$22.30	\$9.10	\$16.64	\$0.00	\$48.04
2	70	\$26.01	\$9.10	\$16.64	\$0.00	\$51.75
3	80	\$29.73	\$9.10	\$16.64	\$0.00	\$55.47
4	90	\$33.44	\$9.10	\$16.64	\$0.00	\$59.18
Notes:						
Apprentice to Journeyworker Ratio:1:5						
LABORER (HEAVY & HIGHWAY)	12/01/2021	\$35.41	\$9.10	\$16.64	\$0.00	\$61.15
LABORERS - ZONE 2 (HEAVY & HIGHWAY)						

Apprentice - LABORER (Heavy & Highway) - Zone 2						
Effective Date - 12/01/2021						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	60	\$21.25	\$9.10	\$16.64	\$0.00	\$46.99
2	70	\$24.79	\$9.10	\$16.64	\$0.00	\$50.53
3	80	\$28.33	\$9.10	\$16.64	\$0.00	\$54.07
4	90	\$31.87	\$9.10	\$16.64	\$0.00	\$57.61
Notes:						
Apprentice to Journeyworker Ratio:1:5						
LABORER: CARPENTER TENDER	06/01/2022	\$36.31	\$9.10	\$16.64	\$0.00	\$62.05
LABORERS - ZONE 2						
	12/01/2022	\$37.16	\$9.10	\$16.64	\$0.00	\$62.90
	06/01/2023	\$38.06	\$9.10	\$16.64	\$0.00	\$63.80
	12/01/2023	\$38.96	\$9.10	\$16.64	\$0.00	\$64.70
For apprentice rates see "Apprentice- LABORER"						
LABORER: CEMENT FINISHER TENDER	06/01/2022	\$36.31	\$9.10	\$16.64	\$0.00	\$62.05
LABORERS - ZONE 2						
	12/01/2022	\$37.16	\$9.10	\$16.64	\$0.00	\$62.90
	06/01/2023	\$38.06	\$9.10	\$16.64	\$0.00	\$63.80
	12/01/2023	\$38.96	\$9.10	\$16.64	\$0.00	\$64.70
For apprentice rates see "Apprentice- LABORER"						

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
LABORER: HAZARDOUS WASTE/ASBESTOS REMOVER <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.40	\$9.10	\$16.70	\$0.00	\$62.20
	12/01/2022	\$37.25	\$9.10	\$16.70	\$0.00	\$63.05
	06/01/2023	\$38.15	\$9.10	\$16.70	\$0.00	\$63.95
	12/01/2023	\$39.05	\$9.10	\$16.70	\$0.00	\$64.85
For apprentice rates see "Apprentice- LABORER"						
LABORER: MASON TENDER <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
LABORER: MASON TENDER (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$35.66	\$9.10	\$16.64	\$0.00	\$61.40
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
LABORER: MULTI-TRADE TENDER <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.31	\$9.10	\$16.64	\$0.00	\$62.05
	12/01/2022	\$37.16	\$9.10	\$16.64	\$0.00	\$62.90
	06/01/2023	\$38.06	\$9.10	\$16.64	\$0.00	\$63.80
	12/01/2023	\$38.96	\$9.10	\$16.64	\$0.00	\$64.70
For apprentice rates see "Apprentice- LABORER"						
LABORER: TREE REMOVER <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.31	\$9.10	\$16.64	\$0.00	\$62.05
	12/01/2022	\$37.16	\$9.10	\$16.64	\$0.00	\$62.90
	06/01/2023	\$38.06	\$9.10	\$16.64	\$0.00	\$63.80
	12/01/2023	\$38.96	\$9.10	\$16.64	\$0.00	\$64.70
This classification applies to the removal of standing trees, and the trimming and removal of branches and limbs when related to public works construction or site clearance incidental to construction . For apprentice rates see "Apprentice- LABORER"						
LASER BEAM OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
LASER BEAM OPERATOR (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$35.66	\$9.10	\$16.64	\$0.00	\$61.40
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
MARBLE & TILE FINISHERS <i>BRICKLAYERS LOCAL 3 - MARBLE & TILE</i>	08/01/2022	\$45.29	\$11.49	\$20.37	\$0.00	\$77.15
	02/01/2023	\$46.25	\$11.49	\$20.37	\$0.00	\$78.11
	08/01/2023	\$47.89	\$11.49	\$20.37	\$0.00	\$79.75
	02/01/2024	\$48.89	\$11.49	\$20.37	\$0.00	\$80.75
	08/01/2024	\$50.57	\$11.49	\$20.37	\$0.00	\$82.43
	02/01/2025	\$51.61	\$11.49	\$20.37	\$0.00	\$83.47
	08/01/2025	\$53.33	\$11.49	\$20.37	\$0.00	\$85.19
	02/01/2026	\$54.41	\$11.49	\$20.37	\$0.00	\$86.27
	08/01/2026	\$56.17	\$11.49	\$20.37	\$0.00	\$88.03
	02/01/2027	\$57.29	\$11.49	\$20.37	\$0.00	\$89.15

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
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Apprentice - MARBLE & TILE FINISHER - Local 3 Marble & Tile**Effective Date -** 08/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.65	\$11.49	\$20.37	\$0.00	\$54.51
2	60	\$27.17	\$11.49	\$20.37	\$0.00	\$59.03
3	70	\$31.70	\$11.49	\$20.37	\$0.00	\$63.56
4	80	\$36.23	\$11.49	\$20.37	\$0.00	\$68.09
5	90	\$40.76	\$11.49	\$20.37	\$0.00	\$72.62

Effective Date - 02/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$23.13	\$11.49	\$20.37	\$0.00	\$54.99
2	60	\$27.75	\$11.49	\$20.37	\$0.00	\$59.61
3	70	\$32.38	\$11.49	\$20.37	\$0.00	\$64.24
4	80	\$37.00	\$11.49	\$20.37	\$0.00	\$68.86
5	90	\$41.63	\$11.49	\$20.37	\$0.00	\$73.49

Notes:**Apprentice to Journeyworker Ratio:1:3**

MARBLE MASONS,TILELAYERS & TERRAZZO MECH	08/01/2022	\$59.17	\$11.49	\$22.31	\$0.00	\$92.97
BRICKLAYERS LOCAL 3 - MARBLE & TILE	02/01/2023	\$60.37	\$11.49	\$22.31	\$0.00	\$94.17
	08/01/2023	\$62.42	\$11.49	\$22.31	\$0.00	\$96.22
	02/01/2024	\$63.67	\$11.49	\$22.31	\$0.00	\$97.47
	08/01/2024	\$65.77	\$11.49	\$22.31	\$0.00	\$99.57
	02/01/2025	\$67.07	\$11.49	\$22.31	\$0.00	\$100.87
	08/01/2025	\$69.22	\$11.49	\$22.31	\$0.00	\$103.02
	02/01/2026	\$70.57	\$11.49	\$22.31	\$0.00	\$104.37
	08/01/2026	\$72.77	\$11.49	\$22.31	\$0.00	\$106.57
	02/01/2027	\$74.17	\$11.49	\$22.31	\$0.00	\$107.97

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - MARBLE-TILE-TERRAZZO MECHANIC - Local 3 Marble & Tile						
Effective Date - 08/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$29.59	\$11.49	\$22.31	\$0.00	\$63.39
2	60	\$35.50	\$11.49	\$22.31	\$0.00	\$69.30
3	70	\$41.42	\$11.49	\$22.31	\$0.00	\$75.22
4	80	\$47.34	\$11.49	\$22.31	\$0.00	\$81.14
5	90	\$53.25	\$11.49	\$22.31	\$0.00	\$87.05
Effective Date - 02/01/2023						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$30.19	\$11.49	\$22.31	\$0.00	\$63.99
2	60	\$36.22	\$11.49	\$22.31	\$0.00	\$70.02
3	70	\$42.26	\$11.49	\$22.31	\$0.00	\$76.06
4	80	\$48.30	\$11.49	\$22.31	\$0.00	\$82.10
5	90	\$54.33	\$11.49	\$22.31	\$0.00	\$88.13
Notes:						
Apprentice to Journeyworker Ratio:1:5						
MECH. SWEEPER OPERATOR (ON CONST. SITES) OPERATING ENGINEERS LOCAL 4	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
MECHANICS MAINTENANCE OPERATING ENGINEERS LOCAL 4	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
MILLWRIGHT (Zone 1) MILLWRIGHTS LOCAL 1121 - Zone 1	01/03/2022	\$45.52	\$8.58	\$21.57	\$0.00	\$75.67
	01/02/2023	\$47.27	\$8.58	\$21.57	\$0.00	\$77.42

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate	
Apprentice - MILLWRIGHT - Local 1121 Zone 1							
Effective Date - 01/03/2022							
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate	
1	55	\$25.04	\$8.58	\$5.72	\$0.00	\$39.34	
2	65	\$29.59	\$8.58	\$17.93	\$0.00	\$56.10	
3	75	\$34.14	\$8.58	\$18.98	\$0.00	\$61.70	
4	85	\$38.69	\$8.58	\$20.01	\$0.00	\$67.28	
Effective Date - 01/02/2023							
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate	
1	55	\$26.00	\$8.58	\$5.72	\$0.00	\$40.30	
2	65	\$30.73	\$8.58	\$17.93	\$0.00	\$57.24	
3	75	\$35.45	\$8.58	\$18.98	\$0.00	\$63.01	
4	85	\$40.18	\$8.58	\$20.01	\$0.00	\$68.77	
Notes: Step 1&2 Appr. indentured after 1/6/2020 receive no pension, but do receive annuity. (Step 1 \$5.72, Step 2 \$6.66) Steps are 2,000 hours							
Apprentice to Journeyworker Ratio:1:4							
MORTAR MIXER		06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
LABORERS - ZONE 2		12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
		06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
		12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"							
OILER (OTHER THAN TRUCK CRANES,GRADALLS)		12/01/2021	\$23.48	\$14.00	\$16.05	\$0.00	\$53.53
OPERATING ENGINEERS LOCAL 4							
For apprentice rates see "Apprentice- OPERATING ENGINEERS"							
OILER (TRUCK CRANES, GRADALLS)		12/01/2021	\$28.44	\$14.00	\$16.05	\$0.00	\$58.49
OPERATING ENGINEERS LOCAL 4							
For apprentice rates see "Apprentice- OPERATING ENGINEERS"							
OTHER POWER DRIVEN EQUIPMENT - CLASS II		12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
OPERATING ENGINEERS LOCAL 4							
For apprentice rates see "Apprentice- OPERATING ENGINEERS"							
PAINTER (BRIDGES/TANKS)		07/01/2022	\$54.86	\$8.65	\$23.05	\$0.00	\$86.56
PAINTERS LOCAL 35 - ZONE 2		01/01/2023	\$56.06	\$8.65	\$23.05	\$0.00	\$87.76
		07/01/2023	\$57.26	\$8.65	\$23.05	\$0.00	\$88.96
		01/01/2024	\$58.46	\$8.65	\$23.05	\$0.00	\$90.16
		07/01/2024	\$59.66	\$8.65	\$23.05	\$0.00	\$91.36
		01/01/2025	\$60.86	\$8.65	\$23.05	\$0.00	\$92.56

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
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Apprentice - PAINTER Local 35 - BRIDGES/TANKS**Effective Date - 07/01/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$27.43	\$8.65	\$0.00	\$0.00	\$36.08
2	55	\$30.17	\$8.65	\$6.27	\$0.00	\$45.09
3	60	\$32.92	\$8.65	\$6.84	\$0.00	\$48.41
4	65	\$35.66	\$8.65	\$7.41	\$0.00	\$51.72
5	70	\$38.40	\$8.65	\$19.63	\$0.00	\$66.68
6	75	\$41.15	\$8.65	\$20.20	\$0.00	\$70.00
7	80	\$43.89	\$8.65	\$20.77	\$0.00	\$73.31
8	90	\$49.37	\$8.65	\$21.91	\$0.00	\$79.93

Effective Date - 01/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$28.03	\$8.65	\$0.00	\$0.00	\$36.68
2	55	\$30.83	\$8.65	\$6.27	\$0.00	\$45.75
3	60	\$33.64	\$8.65	\$6.84	\$0.00	\$49.13
4	65	\$36.44	\$8.65	\$7.41	\$0.00	\$52.50
5	70	\$39.24	\$8.65	\$19.63	\$0.00	\$67.52
6	75	\$42.05	\$8.65	\$20.20	\$0.00	\$70.90
7	80	\$44.85	\$8.65	\$20.77	\$0.00	\$74.27
8	90	\$50.45	\$8.65	\$21.91	\$0.00	\$81.01

Notes:

Steps are 750 hrs.

Apprentice to Journeyworker Ratio:1:1

PAINTER (SPRAY OR SANDBLAST, NEW) *	07/01/2022	\$45.76	\$8.65	\$23.05	\$0.00	\$77.46
* If 30% or more of surfaces to be painted are new construction, NEW paint rate shall be used. PAINTERS LOCAL 35 - ZONE 2	01/01/2023	\$46.96	\$8.65	\$23.05	\$0.00	\$78.66
	07/01/2023	\$48.16	\$8.65	\$23.05	\$0.00	\$79.86
	01/01/2024	\$49.36	\$8.65	\$23.05	\$0.00	\$81.06
	07/01/2024	\$50.56	\$8.65	\$23.05	\$0.00	\$82.26
	01/01/2025	\$51.76	\$8.65	\$23.05	\$0.00	\$83.46

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
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Apprentice - PAINTER Local 35 Zone 2 - Spray/Sandblast - New

Effective Date - 07/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.88	\$8.65	\$0.00	\$0.00	\$31.53
2	55	\$25.17	\$8.65	\$6.27	\$0.00	\$40.09
3	60	\$27.46	\$8.65	\$6.84	\$0.00	\$42.95
4	65	\$29.74	\$8.65	\$7.41	\$0.00	\$45.80
5	70	\$32.03	\$8.65	\$19.63	\$0.00	\$60.31
6	75	\$34.32	\$8.65	\$20.20	\$0.00	\$63.17
7	80	\$36.61	\$8.65	\$20.77	\$0.00	\$66.03
8	90	\$41.18	\$8.65	\$21.91	\$0.00	\$71.74

Effective Date - 01/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$23.48	\$8.65	\$0.00	\$0.00	\$32.13
2	55	\$25.83	\$8.65	\$6.27	\$0.00	\$40.75
3	60	\$28.18	\$8.65	\$6.84	\$0.00	\$43.67
4	65	\$30.52	\$8.65	\$7.41	\$0.00	\$46.58
5	70	\$32.87	\$8.65	\$19.63	\$0.00	\$61.15
6	75	\$35.22	\$8.65	\$20.20	\$0.00	\$64.07
7	80	\$37.57	\$8.65	\$20.77	\$0.00	\$66.99
8	90	\$42.26	\$8.65	\$21.91	\$0.00	\$72.82

Notes:

Steps are 750 hrs.

Apprentice to Journeyworker Ratio:1:1

PAINTER (SPRAY OR SANDBLAST, REPAINT)	07/01/2022	\$43.82	\$8.65	\$23.05	\$0.00	\$75.52
PAINTERS LOCAL 35 - ZONE 2	01/01/2023	\$45.02	\$8.65	\$23.05	\$0.00	\$76.72
	07/01/2023	\$46.22	\$8.65	\$23.05	\$0.00	\$77.92
	01/01/2024	\$47.42	\$8.65	\$23.05	\$0.00	\$79.12
	07/01/2024	\$48.62	\$8.65	\$23.05	\$0.00	\$80.32
	01/01/2025	\$49.82	\$8.65	\$23.05	\$0.00	\$81.52

Classification

Effective Date

Base Wage

Health

Pension

Supplemental
Unemployment

Total Rate

Apprentice - PAINTER Local 35 Zone 2 - Spray/Sandblast - Repaint

Effective Date - 07/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$21.91	\$8.65	\$0.00	\$0.00	\$30.56
2	55	\$24.10	\$8.65	\$6.27	\$0.00	\$39.02
3	60	\$26.29	\$8.65	\$6.84	\$0.00	\$41.78
4	65	\$28.48	\$8.65	\$7.41	\$0.00	\$44.54
5	70	\$30.67	\$8.65	\$19.63	\$0.00	\$58.95
6	75	\$32.87	\$8.65	\$20.20	\$0.00	\$61.72
7	80	\$35.06	\$8.65	\$20.77	\$0.00	\$64.48
8	90	\$39.44	\$8.65	\$21.91	\$0.00	\$70.00

Effective Date - 01/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.51	\$8.65	\$0.00	\$0.00	\$31.16
2	55	\$24.76	\$8.65	\$6.27	\$0.00	\$39.68
3	60	\$27.01	\$8.65	\$6.84	\$0.00	\$42.50
4	65	\$29.26	\$8.65	\$7.41	\$0.00	\$45.32
5	70	\$31.51	\$8.65	\$19.63	\$0.00	\$59.79
6	75	\$33.77	\$8.65	\$20.20	\$0.00	\$62.62
7	80	\$36.02	\$8.65	\$20.77	\$0.00	\$65.44
8	90	\$40.52	\$8.65	\$21.91	\$0.00	\$71.08

Notes:

Steps are 750 hrs.

Apprentice to Journeyworker Ratio:1:1

PAINTER / TAPER (BRUSH, NEW) *

* If 30% or more of surfaces to be painted are new construction,
NEW paint rate shall be used.*PAINTERS LOCAL 35 - ZONE 2*

07/01/2022	\$44.36	\$8.65	\$23.05	\$0.00	\$76.06
01/01/2023	\$45.56	\$8.65	\$23.05	\$0.00	\$77.26
07/01/2023	\$46.76	\$8.65	\$23.05	\$0.00	\$78.46
01/01/2024	\$47.96	\$8.65	\$23.05	\$0.00	\$79.66
07/01/2024	\$49.16	\$8.65	\$23.05	\$0.00	\$80.86
01/01/2025	\$50.36	\$8.65	\$23.05	\$0.00	\$82.06

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
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Apprentice - PAINTER - Local 35 Zone 2 - BRUSH NEW**Effective Date - 07/01/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.18	\$8.65	\$0.00	\$0.00	\$30.83
2	55	\$24.40	\$8.65	\$6.27	\$0.00	\$39.32
3	60	\$26.62	\$8.65	\$6.84	\$0.00	\$42.11
4	65	\$28.83	\$8.65	\$7.41	\$0.00	\$44.89
5	70	\$31.05	\$8.65	\$19.63	\$0.00	\$59.33
6	75	\$33.27	\$8.65	\$20.20	\$0.00	\$62.12
7	80	\$35.49	\$8.65	\$20.77	\$0.00	\$64.91
8	90	\$39.92	\$8.65	\$21.91	\$0.00	\$70.48

Effective Date - 01/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$22.78	\$8.65	\$0.00	\$0.00	\$31.43
2	55	\$25.06	\$8.65	\$6.27	\$0.00	\$39.98
3	60	\$27.34	\$8.65	\$6.84	\$0.00	\$42.83
4	65	\$29.61	\$8.65	\$7.41	\$0.00	\$45.67
5	70	\$31.89	\$8.65	\$19.63	\$0.00	\$60.17
6	75	\$34.17	\$8.65	\$20.20	\$0.00	\$63.02
7	80	\$36.45	\$8.65	\$20.77	\$0.00	\$65.87
8	90	\$41.00	\$8.65	\$21.91	\$0.00	\$71.56

Notes:

Steps are 750 hrs.

Apprentice to Journeyworker Ratio:1:1

PAINTER / TAPER (BRUSH, REPAINT)	07/01/2022	\$42.42	\$8.65	\$23.05	\$0.00	\$74.12
PAINTERS LOCAL 35 - ZONE 2	01/01/2023	\$43.62	\$8.65	\$23.05	\$0.00	\$75.32
	07/01/2023	\$44.82	\$8.65	\$23.05	\$0.00	\$76.52
	01/01/2024	\$46.02	\$8.65	\$23.05	\$0.00	\$77.72
	07/01/2024	\$47.22	\$8.65	\$23.05	\$0.00	\$78.92
	01/01/2025	\$48.42	\$8.65	\$23.05	\$0.00	\$80.12

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
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Apprentice - PAINTER Local 35 Zone 2 - BRUSH REPAINT**Effective Date - 07/01/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$21.21	\$8.65	\$0.00	\$0.00	\$29.86
2	55	\$23.33	\$8.65	\$6.27	\$0.00	\$38.25
3	60	\$25.45	\$8.65	\$6.84	\$0.00	\$40.94
4	65	\$27.57	\$8.65	\$7.41	\$0.00	\$43.63
5	70	\$29.69	\$8.65	\$19.63	\$0.00	\$57.97
6	75	\$31.82	\$8.65	\$20.20	\$0.00	\$60.67
7	80	\$33.94	\$8.65	\$20.77	\$0.00	\$63.36
8	90	\$38.18	\$8.65	\$21.91	\$0.00	\$68.74

Effective Date - 01/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$21.81	\$8.65	\$0.00	\$0.00	\$30.46
2	55	\$23.99	\$8.65	\$6.27	\$0.00	\$38.91
3	60	\$26.17	\$8.65	\$6.84	\$0.00	\$41.66
4	65	\$28.35	\$8.65	\$7.41	\$0.00	\$44.41
5	70	\$30.53	\$8.65	\$19.63	\$0.00	\$58.81
6	75	\$32.72	\$8.65	\$20.20	\$0.00	\$61.57
7	80	\$34.90	\$8.65	\$20.77	\$0.00	\$64.32
8	90	\$39.26	\$8.65	\$21.91	\$0.00	\$69.82

Notes:

Steps are 750 hrs.

Apprentice to Journeyworker Ratio:1:1

PAINTER TRAFFIC MARKINGS (HEAVY/HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$35.41	\$9.10	\$16.64	\$0.00	\$61.15
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)						
PANEL & PICKUP TRUCKS DRIVER <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$35.78	\$13.41	\$16.01	\$0.00	\$65.20
PIER AND DOCK CONSTRUCTOR (UNDERPINNING AND DECK) <i>PILE DRIVER LOCAL 56 (ZONE 1)</i>	08/01/2020	\$49.07	\$9.40	\$23.12	\$0.00	\$81.59
For apprentice rates see "Apprentice- PILE DRIVER"						
PILE DRIVER <i>PILE DRIVER LOCAL 56 (ZONE 1)</i>	08/01/2020	\$49.07	\$9.40	\$23.12	\$0.00	\$81.59

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - PILE DRIVER - Local 56 Zone 1						
Effective Date - 08/01/2020						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$24.54	\$9.40	\$23.12	\$0.00	\$57.06
2	60	\$29.44	\$9.40	\$23.12	\$0.00	\$61.96
3	70	\$34.35	\$9.40	\$23.12	\$0.00	\$66.87
4	75	\$36.80	\$9.40	\$23.12	\$0.00	\$69.32
5	80	\$39.26	\$9.40	\$23.12	\$0.00	\$71.78
6	80	\$39.26	\$9.40	\$23.12	\$0.00	\$71.78
7	90	\$44.16	\$9.40	\$23.12	\$0.00	\$76.68
8	90	\$44.16	\$9.40	\$23.12	\$0.00	\$76.68
Notes:						
% Indentured After 10/1/17; 45/45/55/55/70/70/80/80						
Step 1&2 \$34.01/ 3&4 \$41.46/ 5&6 \$62.80/ 7&8 \$69.25						
Apprentice to Journeyworker Ratio:1:5						

PIPELAYER	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
LABORERS - ZONE 2	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
PIPELAYER (HEAVY & HIGHWAY)	12/01/2021	\$35.66	\$9.10	\$16.64	\$0.00	\$61.40
LABORERS - ZONE 2 (HEAVY & HIGHWAY)						
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
PLUMBER & PIPEFITTER	08/30/2021	\$46.49	\$10.15	\$19.95	\$0.00	\$76.59
PLUMBERS & PIPEFITTERS LOCAL 51						

Apprentice - PLUMBER/PIPEFITTER - Local 51**Effective Date - 08/30/2021**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	40	\$18.60	\$10.15	\$2.50	\$0.00	\$31.25
2	50	\$23.25	\$10.15	\$2.50	\$0.00	\$35.90
3	60	\$27.89	\$10.15	\$8.80	\$0.00	\$46.84
4	70	\$32.54	\$10.15	\$14.08	\$0.00	\$56.77
5	80	\$37.19	\$10.15	\$17.60	\$0.00	\$64.94
Notes:						
Steps 2000hrs. Prior 9/1/05; 40/40/45/50/55/60/65/75/80/85						
Apprentice to Journeyworker Ratio:1:3						

PNEUMATIC CONTROLS (TEMP.)	08/30/2021	\$46.49	\$10.15	\$19.95	\$0.00	\$76.59
PLUMBERS & PIPEFITTERS LOCAL 51						
For apprentice rates see "Apprentice- PIPEFITTER" or "PLUMBER/PIPEFITTER"						

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
PNEUMATIC DRILL/TOOL OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
PNEUMATIC DRILL/TOOL OPERATOR (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$35.66	\$9.10	\$16.64	\$0.00	\$61.40
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
POWDERMAN & BLASTER <i>LABORERS - ZONE 2</i>	06/01/2022	\$37.31	\$9.10	\$16.64	\$0.00	\$63.05
	12/01/2022	\$38.16	\$9.10	\$16.64	\$0.00	\$63.90
	06/01/2023	\$39.06	\$9.10	\$16.64	\$0.00	\$64.80
	12/01/2023	\$39.96	\$9.10	\$16.64	\$0.00	\$65.70
For apprentice rates see "Apprentice- LABORER"						
POWDERMAN & BLASTER (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$36.41	\$9.10	\$16.64	\$0.00	\$62.15
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
POWER SHOVEL/DERRICK/TRENCHING MACHINE <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$51.38	\$14.00	\$16.05	\$0.00	\$81.43
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
PUMP OPERATOR (CONCRETE) <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$51.38	\$14.00	\$16.05	\$0.00	\$81.43
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
PUMP OPERATOR (DEWATERING, OTHER) <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$33.69	\$14.00	\$16.05	\$0.00	\$63.74
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
READY-MIX CONCRETE DRIVER <i>TEAMSTERS 653 - Southeastern Concrete (Weymouth)</i>	08/01/2022	\$24.50	\$13.41	\$6.90	\$0.00	\$44.81
	05/01/2023	\$25.00	\$13.41	\$6.90	\$0.00	\$45.31
	08/01/2023	\$25.00	\$13.91	\$6.90	\$0.00	\$45.81
RECLAIMERS <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
RIDE-ON MOTORIZED BUGGY OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
ROLLER/SPREADER/MULCHING MACHINE <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
ROOFER (Inc.Roofers Waterproofing &Roofers Damproofg) <i>ROOFERS LOCAL 33</i>	02/01/2022	\$47.03	\$12.28	\$19.45	\$0.00	\$78.76

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
Apprentice - ROOFER - Local 33						
Effective Date - 02/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$23.52	\$12.28	\$5.21	\$0.00	\$41.01
2	60	\$28.22	\$12.28	\$19.45	\$0.00	\$59.95
3	65	\$30.57	\$12.28	\$19.45	\$0.00	\$62.30
4	75	\$35.27	\$12.28	\$19.45	\$0.00	\$67.00
5	85	\$39.98	\$12.28	\$19.45	\$0.00	\$71.71
Notes: ** 1:5, 2:6-10, the 1:10; Reroofing: 1:4, then 1:1 Step 1 is 2000 hrs.; Steps 2-5 are 1000 hrs. (Hot Pitch Mechanics' receive \$1.00 hr. above ROOFER)						
Apprentice to Journeyworker Ratio:**						
ROOFER SLATE / TILE / PRECAST CONCRETE <i>ROOFERS LOCAL 33</i>	02/01/2022	\$47.28	\$12.28	\$19.45	\$0.00	\$79.01
For apprentice rates see "Apprentice- ROOFER"						
SHEETMETAL WORKER <i>SHEETMETAL WORKERS LOCAL 17 - A</i>	02/01/2022	\$53.70	\$13.80	\$25.60	\$2.79	\$95.89
Apprentice - SHEET METAL WORKER - Local 17-A						
Effective Date - 02/01/2022						
Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	42	\$22.55	\$13.80	\$6.01	\$0.00	\$42.36
2	42	\$22.55	\$13.80	\$6.01	\$0.00	\$42.36
3	47	\$25.24	\$13.80	\$11.26	\$1.51	\$51.81
4	47	\$25.24	\$13.80	\$11.26	\$1.51	\$51.81
5	52	\$27.92	\$13.80	\$12.23	\$1.62	\$55.57
6	52	\$27.92	\$13.80	\$12.48	\$1.63	\$55.83
7	60	\$32.22	\$13.80	\$13.87	\$1.80	\$61.69
8	65	\$34.91	\$13.80	\$14.84	\$1.91	\$65.46
9	75	\$40.28	\$13.80	\$16.77	\$2.13	\$72.98
10	85	\$45.65	\$13.80	\$18.20	\$2.33	\$79.98
Notes: Steps are 6 mos.						
Apprentice to Journeyworker Ratio:1:4						
SPECIALIZED EARTH MOVING EQUIP < 35 TONS <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$36.24	\$13.41	\$16.01	\$0.00	\$65.66
SPECIALIZED EARTH MOVING EQUIP > 35 TONS <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$36.53	\$13.41	\$16.01	\$0.00	\$65.95

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
SPRINKLER FITTER	03/01/2022	\$64.36	\$10.44	\$22.10	\$0.00	\$96.90
<i>SPRINKLER FITTERS LOCAL 550 - (Section A) Zone 1</i>	10/01/2022	\$66.06	\$10.44	\$22.10	\$0.00	\$98.60
	03/01/2023	\$67.76	\$10.44	\$22.10	\$0.00	\$100.30
	10/01/2023	\$69.51	\$10.44	\$22.10	\$0.00	\$102.05
	03/01/2024	\$71.31	\$10.44	\$22.10	\$0.00	\$103.85
	10/01/2024	\$73.11	\$10.44	\$22.10	\$0.00	\$105.65
	03/01/2025	\$74.91	\$10.44	\$22.10	\$0.00	\$107.45

Apprentice - SPRINKLER FITTER - Local 550 (Section A) Zone 1**Effective Date -** 03/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	35	\$22.53	\$10.44	\$12.35	\$0.00	\$45.32
2	40	\$25.74	\$10.44	\$13.10	\$0.00	\$49.28
3	45	\$28.96	\$10.44	\$13.85	\$0.00	\$53.25
4	50	\$32.18	\$10.44	\$14.60	\$0.00	\$57.22
5	55	\$35.40	\$10.44	\$15.35	\$0.00	\$61.19
6	60	\$38.62	\$10.44	\$16.10	\$0.00	\$65.16
7	65	\$41.83	\$10.44	\$16.85	\$0.00	\$69.12
8	70	\$45.05	\$10.44	\$17.60	\$0.00	\$73.09
9	75	\$48.27	\$10.44	\$18.35	\$0.00	\$77.06
10	80	\$51.49	\$10.44	\$19.10	\$0.00	\$81.03

Effective Date - 10/01/2022

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	35	\$23.12	\$10.44	\$12.35	\$0.00	\$45.91
2	40	\$26.42	\$10.44	\$13.10	\$0.00	\$49.96
3	45	\$29.73	\$10.44	\$13.85	\$0.00	\$54.02
4	50	\$33.03	\$10.44	\$14.60	\$0.00	\$58.07
5	55	\$36.33	\$10.44	\$15.35	\$0.00	\$62.12
6	60	\$39.64	\$10.44	\$16.10	\$0.00	\$66.18
7	65	\$42.94	\$10.44	\$16.85	\$0.00	\$70.23
8	70	\$46.24	\$10.44	\$17.60	\$0.00	\$74.28
9	75	\$49.55	\$10.44	\$18.35	\$0.00	\$78.34
10	80	\$52.85	\$10.44	\$19.10	\$0.00	\$82.39

Notes: Apprentice entered prior 9/30/10:
40/45/50/55/60/65/70/75/80/85
Steps are 850 hours

Apprentice to Journeyworker Ratio:1:3

STEAM BOILER OPERATOR	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
<i>OPERATING ENGINEERS LOCAL 4</i>						

For apprentice rates see "Apprentice- OPERATING ENGINEERS"

TAMPERS, SELF-PROPELLED OR TRACTOR DRAWN	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
<i>OPERATING ENGINEERS LOCAL 4</i>						

For apprentice rates see "Apprentice- OPERATING ENGINEERS"

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
TELECOMMUNICATION TECHNICIAN	09/01/2022	\$38.16	\$11.25	\$13.31	\$0.00	\$62.72
<i>ELECTRICIANS LOCAL 223</i>	09/01/2023	\$39.40	\$11.50	\$13.91	\$0.00	\$64.81
	09/01/2024	\$40.69	\$11.75	\$14.53	\$0.00	\$66.97

Apprentice - TELECOMMUNICATION TECHNICIAN - Local 223**Effective Date - 09/01/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Notes: See Electrician Apprentice Wages

Telecom Apprentice Wages shall be the same as the Electrician Apprentice Wages

Apprentice to Journeyworker Ratio:2:3***

TERRAZZO FINISHERS	08/01/2022	\$58.09	\$11.49	\$22.34	\$0.00	\$91.92
<i>BRICKLAYERS LOCAL 3 - MARBLE & TILE</i>	02/01/2023	\$59.29	\$11.49	\$22.34	\$0.00	\$93.12
	08/01/2023	\$61.34	\$11.49	\$22.34	\$0.00	\$95.17
	02/01/2024	\$62.59	\$11.49	\$22.34	\$0.00	\$96.42
	08/01/2024	\$64.69	\$11.49	\$22.34	\$0.00	\$98.52
	02/01/2025	\$65.99	\$11.49	\$22.34	\$0.00	\$99.82
	08/01/2025	\$68.14	\$11.49	\$22.34	\$0.00	\$101.97
	02/01/2026	\$69.49	\$11.49	\$22.34	\$0.00	\$103.32
	08/01/2026	\$71.69	\$11.49	\$22.34	\$0.00	\$105.52
	02/01/2027	\$73.09	\$11.49	\$22.34	\$0.00	\$106.92

Apprentice - TERRAZZO FINISHER - Local 3 Marble & Tile**Effective Date - 08/01/2022**

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$29.05	\$11.49	\$22.34	\$0.00	\$62.88
2	60	\$34.85	\$11.49	\$22.34	\$0.00	\$68.68
3	70	\$40.66	\$11.49	\$22.34	\$0.00	\$74.49
4	80	\$46.47	\$11.49	\$22.34	\$0.00	\$80.30
5	90	\$52.28	\$11.49	\$22.34	\$0.00	\$86.11

Effective Date - 02/01/2023

Step	percent	Apprentice Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
1	50	\$29.65	\$11.49	\$22.34	\$0.00	\$63.48
2	60	\$35.57	\$11.49	\$22.34	\$0.00	\$69.40
3	70	\$41.50	\$11.49	\$22.34	\$0.00	\$75.33
4	80	\$47.43	\$11.49	\$22.34	\$0.00	\$81.26
5	90	\$53.36	\$11.49	\$22.34	\$0.00	\$87.19

Notes:

Apprentice to Journeyworker Ratio:1:3

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
TEST BORING DRILLER <i>LABORERS - FOUNDATION AND MARINE</i>	12/01/2021	\$42.58	\$9.10	\$17.72	\$0.00	\$69.40
For apprentice rates see "Apprentice- LABORER"						
TEST BORING DRILLER HELPER <i>LABORERS - FOUNDATION AND MARINE</i>	12/01/2021	\$41.30	\$9.10	\$17.72	\$0.00	\$68.12
For apprentice rates see "Apprentice- LABORER"						
TEST BORING LABORER <i>LABORERS - FOUNDATION AND MARINE</i>	12/01/2021	\$41.18	\$9.10	\$17.72	\$0.00	\$68.00
For apprentice rates see "Apprentice- LABORER"						
TRACTORS/PORTABLE STEAM GENERATORS <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$50.83	\$14.00	\$16.05	\$0.00	\$80.88
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
TRAILERS FOR EARTH MOVING EQUIPMENT <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$36.82	\$13.41	\$16.01	\$0.00	\$66.24
TUNNEL WORK - COMPRESSED AIR <i>LABORERS (COMPRESSED AIR)</i>	12/01/2021	\$53.41	\$9.10	\$18.17	\$0.00	\$80.68
For apprentice rates see "Apprentice- LABORER"						
TUNNEL WORK - COMPRESSED AIR (HAZ. WASTE) <i>LABORERS (COMPRESSED AIR)</i>	12/01/2021	\$55.41	\$9.10	\$18.17	\$0.00	\$82.68
For apprentice rates see "Apprentice- LABORER"						
TUNNEL WORK - FREE AIR <i>LABORERS (FREE AIR TUNNEL)</i>	12/01/2021	\$45.48	\$9.10	\$18.17	\$0.00	\$72.75
For apprentice rates see "Apprentice- LABORER"						
TUNNEL WORK - FREE AIR (HAZ. WASTE) <i>LABORERS (FREE AIR TUNNEL)</i>	12/01/2021	\$47.48	\$9.10	\$18.17	\$0.00	\$74.75
For apprentice rates see "Apprentice- LABORER"						
VAC-HAUL <i>TEAMSTERS JOINT COUNCIL NO. 10 ZONE B</i>	12/01/2021	\$36.24	\$13.41	\$16.01	\$0.00	\$65.66
WAGON DRILL OPERATOR <i>LABORERS - ZONE 2</i>	06/01/2022	\$36.56	\$9.10	\$16.64	\$0.00	\$62.30
	12/01/2022	\$37.41	\$9.10	\$16.64	\$0.00	\$63.15
	06/01/2023	\$38.31	\$9.10	\$16.64	\$0.00	\$64.05
	12/01/2023	\$39.21	\$9.10	\$16.64	\$0.00	\$64.95
For apprentice rates see "Apprentice- LABORER"						
WAGON DRILL OPERATOR (HEAVY & HIGHWAY) <i>LABORERS - ZONE 2 (HEAVY & HIGHWAY)</i>	12/01/2021	\$35.66	\$9.10	\$16.64	\$0.00	\$61.40
For apprentice rates see "Apprentice- LABORER (Heavy and Highway)"						
WASTE WATER PUMP OPERATOR <i>OPERATING ENGINEERS LOCAL 4</i>	12/01/2021	\$51.38	\$14.00	\$16.05	\$0.00	\$81.43
For apprentice rates see "Apprentice- OPERATING ENGINEERS"						
WATER METER INSTALLER <i>PLUMBERS & PIPEFITTERS LOCAL 51</i>	08/30/2021	\$46.49	\$10.15	\$19.95	\$0.00	\$76.59
For apprentice rates see "Apprentice- PLUMBER/PIPEFITTER" or "PLUMBER/GASFITTER"						

Classification	Effective Date	Base Wage	Health	Pension	Supplemental Unemployment	Total Rate
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Additional Apprentices Information:

Minimum wage rates for apprentices employed on public works projects are listed above as a percentage of the pre-determined hourly wage rate established by the Commissioner under the provisions of the M.G.L. c. 149, ss. 26-27D. Apprentice ratios are established by the Division of Apprenticeship Training pursuant to M.G.L. c. 23, ss. 11E-11L.

All apprentices must be registered with the Division of Apprenticeship Training in accordance with M.G.L. c. 23, ss. 11E-11L.

All steps are six months (1000 hours.)

Ratios are expressed in allowable number of apprentices to journeymen or fraction thereof, unless otherwise specified.

** Multiple ratios are listed in the comment field.

*** APP to JM; 1:1, 2:2, 2:3, 3:4, 4:4, 4:5, 4:6, 5:7, 6:7, 6:8, 6:9, 7:10, 8:10, 8:11, 8:12, 9:13, 10:13, 10:14, etc.

**** APP to JM; 1:1, 1:2, 2:3, 2:4, 3:5, 4:6, 4:7, 5:8, 6:9, 6:10, 7:11, 8:12, 8:13, 9:14, 10:15, 10:16, etc.

DOCUMENT 00870

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT
SPECIFICATIONS
(EXECUTIVE ORDER 11246)
Revised April 9, 2019

1. As used in these specifications:
 - a. "Covered area" means the geographical area described in the solicitation from which this contract resulted:
 - b. "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority.
 - c. "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.
 - d. "Minority" includes:
 - (i) Black (all persons having origins in any of the black African racial groups not of Hispanic origin);
 - (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
 - (iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
 - (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of \$ 10,000 the provisions of the specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.
3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.
4. The Contractor shall implement the specific affirmative action standards provided in Paragraphs 7a through p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. The Contractor is expected to make substantially uniform progress toward its goals in each craft during the period specified.
5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.
7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:
 - a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.
 - b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.
 - c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the Contractor may have taken.
 - d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.
 - e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.
 - f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
 - g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with on-site supervisory personnel such as Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.
 - h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.

- i. Direct its recruitment efforts both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.
 - j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's work force.
 - k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.
 - l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
 - m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.
 - n. Ensure that all facilities and company activities are nonsegregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
 - o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.
 - p. Conduct a review, at least annually, of all supervisor's adherence to and performance under the Contractor's EEO policies and affirmative action obligations.
8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7a through p of these Specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female work force participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.
 9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).
 10. The Contractor shall not use the goals and timetables of affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.
 11. The Contractor shall not enter into any Subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.
13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.
14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as many be required by the Government and keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.
15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

APPENDIX A

The following goals and timetables for female utilization shall be included in all Federal and federally assisted construction contracts and subcontracts in excess of \$ 10,000. The goals are applicable to the Contractor's aggregate on-site construction workforce whether or not part of that workforce is performing work on a Federal or federally-assisted construction contract or subcontract.

Area covered: Goal for Women apply nationwide

Goals and TimetablesTimetableGoals (percent)

From Apr. 1, 1980 until further notice

6.9

APPENDIX B-80

Until further notice, the following goals for minority utilization in each construction craft and trade shall included in all Federal or federally assisted construction contracts and subcontracts in excess of \$ 10,000 to be performed in the respective geographical areas. The goals are applicable to each nonexempt contractor's total on- site construction workforce, regardless of whether or not part of that workforce is performing work on a Federal, federally assisted or nonfederally related project, contract or subcontract.

Construction contractors participating in an approved Hometown Plan (see 41 CFR 6-4.5) are required to comply with the goals of the Hometown Plan with regard to construction work they perform in the area covered by the Hometown Plan. With regard to all their other covered construction work, such contractors are required to comply with the applicable SMSA or EA goal contained in this Appendix B-80.

Economic Areas

<u>STATE:</u>	<u>Goals (percent)</u>
MASSACHUSETTS	
004 Boston MA:	
SMSA Counties:	
1123 Boston-Lowell-Brockton-Lawrence-Haverhill, MA-NH	4.0
MA Essex, MA Middlesex, MA Norfolk, MA Plymouth, MA Suffolk, NH Rockingham.	
5403 Fall River- New Bedford MA, Bristol	1.6
9243 Worcester-Fitchburg-Leominster, MA	1.6
6323 Springfield-Chicopee-Holyoke MA-CT MA Hampden, MA Hampshire	4.8
Non-SMSA Counties: MA Barnstable, MA Dukes, MA Nantucket	3.6
Non-SMSA Counties: MA Franklin	5.9

APPENDIX C

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to nondiscrimination on the grounds of race, color, national origin (including limited English proficiency), age, sex, disability, or low-income status.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Massachusetts Department of Transportation (MassDOT) or FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor will so certify to MassDOT or FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Nondiscrimination provisions of this contract, MassDOT will impose such contract sanctions as it or FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as MassDOT or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request MassDOT to enter into any litigation to protect the interests of MassDOT. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX D

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor,” which includes consultants) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

PERTINENT NON-DISCRIMINATION AUTHORITIES:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-Aid programs and projects)
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) (prohibits discrimination on the basis of sex)
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*), as amended (prohibits discrimination on the basis of disability) and 49 CFR Part 27
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age)
- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex)
- The Civil Rights Restoration Act of 1987 (PL 100-209) (broadened the scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of Federal-Aid recipients, sub-recipients, and contractors, whether such programs or activities are Federally funded or not)
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. §§ 12131-12189), as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38 (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities)
- The Federal Aviation Administration’s Non-Discrimination Statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations)
- Executive Order 13166, Improving Access to Services for People with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100)
- Title IX of the Education Amendments Act of 1972, as amended (20 U.S.C. 1681 *et seq.*) (prohibits discrimination on the basis of sex in education programs or activities)

*** END OF DOCUMENT ***

DOCUMENT 00875
TRAINEE SPECIAL PROVISIONS
Revised October, 2016

THE REQUIRED NUMBER OF TRAINEES TO BE TRAINED UNDER THIS CONTRACT WILL BE 3

The contractor shall provide on-the job training aimed at developing full journeyworkers in the type of trade of job classification involved.

In the event that a contractor subcontracts a portion of the contract work, the General Contractor shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also insure that this training special provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the contractor's needs and the availability of journeyworkers in the various classifications within a reasonable area of recruitment. Prior to commencing construction, the contractor shall submit to the Massachusetts Department Of Transportation (MassDOT) for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the contractor shall specify the starting time for training in each of the classifications. The contractor will be credited for each trainee employed on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyworker status is a primary objective of the Training Special Provision. Accordingly, the contractor shall make every effort to enroll minority and women trainees (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. The contractor will be responsible for demonstrating the steps that have been taken in pursuance thereof, prior to a determination as to whether the contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training.

No employee shall be trained under this Special Provision in any classification in which he or she has successfully completed a training course leading to journeyworker status or in which he or she has been employed as a journeyworker. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used the contractor's records should document the finding in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the contractor and approved by the Massachusetts Department Of Transportation and the Federal Highway Administration. The Massachusetts Department Of Transportation and the Federal Highway Administration shall approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the contractor and to qualify the average trainee for journeyworker status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typist or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc. where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the Federal Highway Administration division office. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Reimbursement

Under these Training Special Provisions, reimbursement will be as follows:

The Contractor will only be reimbursed 80 cents for each hour of on the job training as specified in the approved Training Program.

The Contractor is advised and encouraged that it may train additional persons in excess of the number specified and will be reimbursed as stated above. Reimbursement will be made even though the contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the contractor from receiving other reimbursement.

If less than full training specified in the approved training programs is provided, payment to the contractor will be made at a rate of 80 cents for each hour of training completed under this contract. However, no payment shall be made to the contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyworker, is caused by the contractor and evidences a lack of good faith on the part of the contractor in meeting the requirements of this Training Special Provision.

Payment

Trainees will be paid:

1. Percentage (%) of the journeyworker's rate as provided in the existing programs approved by the Department of Labor or Transportation as of September 15, 1970.
2. For journeyworker programs submitted by the Contractor and approved by Massachusetts Department Of Transportation and the Federal Highway Administration at least 60 percent of the appropriate minimum journeyworker's rate specified in the contract for the first half of the training period, 75 percent for the third quarter if the training period, and 90 percent for the last quarter of the training period.
3. For skilled laborer programs, the minimum starting wage rate of unskilled laborer. At the conclusion of training, he or she will be paid the minimum wage rate of the Classification for programs submitted by the Contractor and approved by the Massachusetts Department Of Transportation and the Federal Highway Administration.
4. For the purposes of meeting the legal requirements of State Prevailing Wage Law, please be advised that no person may be paid the Apprentice wage rate as listed on a MA Prevailing Wage Rates schedule, unless that person and program is registered with the Department of Labor Standards/Division of Apprentice Standards (DLS/DAS). Any person or program not registered with DLS/DAS, regardless of whether or not they are registered with any other federal, state, local, or private entity must be paid the journeyworker's rate for the trade.

The contractor shall provide each trainee with a certification showing the type and length of training satisfactorily complete.

The contractor will provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.

Form FHWA-1409, Federal-aid Highway Construction Contracting Semi Annual Training Report, shall be submitted as per instructions on the Form.

*** END OF DOCUMENT ***

DOCUMENT 00880

Revised January 12, 2022



DEPARTMENT OF LABOR

Employment Standards Administration

MINIMUM WAGES FOR FEDERAL AND FEDERALLY ASSISTED CONTRACTS

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"General Decision Number: MA20220022 09/02/2022

Superseded General Decision Number: MA20210022

State: Massachusetts

Construction Type: Highway

County: Norfolk 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).

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

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
2	04/22/2022
3	08/05/2022
4	09/02/2022

ELEC0103-003 03/01/2022

	Rates	Fringes
ELECTRICIAN (Includes Traffic Signalization).....	\$ 57.32	34.68

ENGI0004-028 12/01/2021

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
Group 1.....	\$ 48.73	29.25+A
GROUP 1.....	\$ 51.38	31.10
Group 2.....	\$ 48.84	27.50
GROUP 2.....	\$ 50.83	31.10

FOOTNOTE FOR POWER EQUIPMENT OPERATORS:

A. PAID HOLIDAYS: New Year's Day, Washington's
 Birthday,
 Labor Day, Memorial Day, Independence Day, Patriot's Day,
 Columbus Day, Veteran's Day, Thanksgiving Day, Christmas
 Day

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

Group 1: Backhoe/Excavator/Trackhoe; Bobcat/Skid
 Steer/Skid
 Loader; Broom/Sweeper; Crane; Gradall; Paver (Asphalt,
 Aggregate, and Concrete); Post Driver (Guardrail/Fences)
 Group 2: Bulldozer; Grader/Blade; Milling Machine; Roller

ENGI0004-029 12/01/2017

	Rates	Fringes
POWER EQUIPMENT OPERATOR:		
(Loader)	\$ 30.06	26.66+A

FOOTNOTE FOR POWER EQUIPMENT OPERATORS:

A. PAID HOLIDAYS: New Year's Day, Washington's
 Birthday,
 Labor Day, Memorial Day, Independence Day, Patriot's Day,
 Columbus Day, Veteran's Day, Thanksgiving Day, Christmas
 Day

 IRON0007-026 03/16/2022

	Rates	Fringes
IRONWORKER (ORNAMENTAL AND STRUCTURAL)	\$ 50.60	39.20

 LABO0022-015 12/01/2021

	Rates	Fringes
LABORER		
Common or General	\$ 35.41	26.59
Fence Erection	\$ 35.66	26.59
Guardrail Installation	\$ 35.66	26.59
Landscape	\$ 35.41	26.59

 * LABO0133-001 06/01/2022

	Rates	Fringes
LABORER (Concrete Surfacers)	\$ 36.31	26.64

 PAIN0035-023 07/01/2019

	Rates	Fringes
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PAINTER (Steel)\$ 50.66 30.90

SUMA2014-012 01/11/2017

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 43.64	22.09
CEMENT MASON/CONCRETE FINISHER...	\$ 56.70	21.08
IRONWORKER, REINFORCING.....	\$ 44.52	19.36
LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 33.65	17.32
LABORER: Concrete Saw (Hand Held/Walk Behind).....	\$ 44.43	14.18
LABORER: Jack Hammer.....	\$ 38.69	17.33
OPERATOR: Forklift.....	\$ 64.67	0.00
OPERATOR: Mechanic.....	\$ 48.74	11.79
OPERATOR: Piledriver.....	\$ 42.56	17.34
PAINTER: Spray (Linestriping)....	\$ 47.30	6.42
TRAFFIC CONTROL: Flagger.....	\$ 23.00	20.44
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 53.35	12.78
TRUCK DRIVER: Concrete Truck....	\$ 33.69	15.79
TRUCK DRIVER: Dump Truck.....	\$ 37.74	11.86
TRUCK DRIVER: Flatbed Truck.....	\$ 48.53	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"

DOCUMENT A00801

SPECIAL PROVISIONS**RANDOLPH****Federal Aid Project No. NHP(BRR-ON)-003S(586)X
Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route
24 (NB & SB) over Canton Street**

Labor participation goals for this Project shall be 15.3% for minorities and 6.9% for women for each job category. The goals are applicable to both Contractor's and Subcontractor's on-site construction workforce. Refer to Document 00820 for details.

SCOPE OF WORK

The work under this contract consists of the replacement of Bridge No. R-01-004, Route 24 (Northbound and Southbound) over Canton Street. All work shall be performed within, and accessed by, existing State, City, or Town roadway layouts. No rights to enter on, or occupy, private property have been acquired for this project. The work to be performed consists of, but is not limited to, the following:

1. Coordinate for permanent relocation of utilities beneath and above the existing structure.
2. Complete concrete repairs at both abutments as described in the Contract documents.
3. Construct temporary roadway for traffic crossover of Route 24 at the northern and southern limits of the project.
4. Implement Temporary Traffic Control Plan for staged construction, including deployment of temporary barriers, zipper barrier for traffic crossover, real time traffic management and temporary closures of Canton Street.
5. Demolish existing superstructure of both the Route 24 southbound and northbound barrels.
6. Fabricate and install prefabricated bridge units (PBUs) for superstructure replacement of both the Route 24 southbound and northbound barrels.
7. Complete all other incidental work necessary to complete the proposed superstructure replacement, and remove the temporary protective shielding/work platforms and any remaining temporary traffic controls associated with the Temporary Traffic Control Plan.

SCOPE OF WORK (Continued)

All work under this Contract shall be done in conformance with the *2022 Standard Specifications for Highways and Bridges*, the *Supplemental Specifications* contained in this book, the *2017 Construction Standard Details*, the *Traffic Management Plans and Detail Drawings*, *MassDOT Work Zone Safety Temporary Traffic Control*, the *1990 Standard Drawings for Signs and Supports*; the 2015 Overhead Signal Structure and Foundation Standard Drawings, the *2009 Manual on Uniform Traffic Control Devices (MUTCD)* with Massachusetts Amendments; the *1968 Standard Drawings for Traffic Signals and Highway Lighting*; *The American Standard for Nursery Stock*; the Plans and these Special Provisions.

SUBSECTION 7.05 INSURANCE REQUIREMENTS**B. Public Liability Insurance**

The insurance requirements set forth in this section are in addition to the requirements of the Standard Specifications and supersede all other requirements.

Paragraphs 1 and 2

The Massachusetts Department of Transportation and applicable railroads shall be named as additional insureds.

Paragraph 4

Asbestos Liability Insurance shall be obtained for this project. The Contractor and the Massachusetts Department of Transportation shall be named as additional insureds.

CONTRACTOR QUESTIONS AND ADDENDUM ACKNOWLEDGEMENTS

Prospective bidders are required to submit all questions to the Construction Contracts Engineer by 3:00 P.M. on the Tuesday of the previous week before the scheduled bid opening date. Any questions received after this time will not be considered for review by the Department.

Contractors should email questions and addendum acknowledgements to the following email address massdotSpecifications@dot.state.ma.us The MassDOT project file number and municipality is to be placed in the subject line.

BUY AMERICA PROVISIONS

The Buy America Provisions of Subsection 7.01 G. of the Standard Specifications shall apply to steel used for temporary support of excavation, including H piles, soldier piles, and sheeting when the steel is required to be left in place. Temporary steel shall remain in place when it falls within the influence zone of the soil supporting any structure or railroad tracks. The influence line is defined by a line extending out at 45° from the toe of structure being supported.

SECTION 7.00: LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC**Subsection 7.03: Permits and Licenses**

(page I.47) Replace Subsection 7.03 in its entirety with the following:

The Contractor shall procure all required permits and licenses, pay all charges, fees and taxes and shall give all notices necessary and incidental to the due and lawful prosecution of the work. The cost thereof shall be included in the prices bid for the various items listed in the Proposal. Copies of all required permits and licenses shall be filed with the Engineer prior to the beginning of work.

For overweight vehicles in excess of 130,000 lbs., the Contractor shall provide a copy of each overweight vehicle permit to the Engineer prior to arrival or delivery of the vehicle to a project site. This requirement is for all Contractors, their subcontractors, equipment suppliers and material suppliers.

The Contractor's attention is directed to the provisions of General Laws, Chapter 90, Section 9 as amended, in which it is provided that earth-moving motor vehicles which exceed certain dimensions or weight limits as specified in said Act, and which are used exclusively for building, repair and maintenance of highways, may be operated without registration for a distance not exceeding 300 yd on any way adjacent to any highway or toll road being constructed, relocated or improved provided a permit, authorizing such use, to be issued by the Commissioner of Public Works or by the Board or officer having charge of such way, has been procured by the Contractor.

PUBLIC SAFETY AND CONVENIENCE (Supplementing Subsection 7.09)

The Contractor is hereby notified that the Temporary Traffic Control Plan anticipates a full roadway closure and detour of Canton Street within a defined timeframe, as well as lane closures and crossovers on Route 24 to support full closure of one bridge within a defined timeframe. Each bridge closure and crossover shall be put into place no sooner than 8:00 P.M. on a Friday evening. The Route 24 roadway shall be reopened to traffic on the following Monday morning no later than 4:00 A.M. The closure and detour of Canton Street shall be put into place at no sooner than 10 A.M. on a Friday and reopened to all vehicular and pedestrian traffic at 4 P.M. on the following Monday. The weekend closures of the Route 24 bridges shall occur between the beginning of April 2024 and mid-May 2024, with specific timeframes subject to approval by MassDOT. The weekend closures, bridge superstructure demolition, and proposed bridge work shall only occur during weekends when temperatures meet the requirements of the applicable construction elements and when outside events (e.g., Gillette Stadium events) are not anticipated to increase traffic volumes in the region. Unless otherwise approved by MassDOT, Stage 0 work and work occurring after completion of Stage 2B shall be restricted to a normal 8-hour day, 5-day week as defined in Subsection 7.09 of the Standard Specifications and the supplement to Subsection 8.02 below.

PUBLIC SAFETY AND CONVENIENCE (Continued)

Outside of the lane closures necessary during the weekend work described above and as shown in the Contract Plans, lane closures along Route 24 shall be limited to the following timeframes:

	Northbound Route 24		Southbound Route 24	
	2 Lanes Open	1 Lane Open	2 Lanes Open	1 Lane Open
Weekday	8 PM – 4 AM	11 PM – 4 AM	9 PM – 6 AM	12 AM – 5 AM
Weekend	8 PM – 8 AM	12 AM – 5 AM	9 PM – 8 AM	1 AM – 6 AM

Note: Weekend Timeframes are considered as beginning on Friday and Saturday evenings and ending on Saturday and Sunday mornings, respectively.

A majority of the work activities on this project are expected to be done during daytime hours utilizing a standard 8 hour, 5 day work week, with the Prime Contractor and all Subcontractors working on the same shift. Certain activities must be completed utilizing off-peak (nighttime) lane closures, and shall be completed within the work schedule hours shown in the contract documents.

The Contractor cannot work at any other times unless written approval from the Engineer is obtained. All lane closures, ramp closures, and detours are subject to the approval of the District 6 Highway Director. It should be noted that nighttime lane closures may only be approved for certain days of the week, and may not be approved for all 7 days in a given week.

Rolling roadblocks are anticipated to be necessary for the relocation of the overhead electric utility lines by National Grid over the Route 24 mainline. The Contractor shall coordinate the relocation timeline and associated traffic control with National Grid and MassDOT. The maximum duration of the rolling roadblock shall be 15 minutes unless otherwise approved by the MassDOT Resident Engineer and MassDOT Traffic Division. Rolling roadblocks shall be restricted to the hours between 1 A.M. and 5 A.M. all days of the week along Southbound Route 24 and between 12 A.M. (midnight) and 4 A.M. all days of the week along Northbound Route 24.

Proposed roadway work along Canton Street shall not be initiated until after Route 24 superstructures and bridge railings have been installed, and cranes have been demobilized.

Extensive public outreach is anticipated in advance of the weekend work and Canton Street closures. Public outreach will be completed by Howard Stein Hudson, a consultant of MassDOT. The Contractor shall begin coordination with MassDOT and their consultant a minimum of six (6) months prior to the anticipated first weekend closure.

EMERALD ASH BORER ADVISORY

To the extent possible, all trees and brush shall be disposed on site, typically chipped and spread in place. When trees or brush must be removed, such as in urban, or otherwise populated areas, Contractor shall identify proposed location for disposal, and provide written notification to the Engineer for approval. Disposal shall be in city or town of project, or at minimum, within county, of construction operations.

HOLIDAY WORK RESTRICTIONS

(Supplementing Subsection 7.09)

The District Highway Director (DHD) may authorize work to continue during these specified time periods if it is determined by the District that the work will not negatively impact the traveling public. DHD may allow work in those areas on a case by case basis and where work is behind barrier and will not impact traffic

Below are the holiday work restrictions:

New Years Day (Federal Holiday)

No work on major arterial roadways from 5:00 AM on the day before until the normal start of business on the next subsequent business day. No work on local roadways on the holiday without permission by the DHD and the local police chief.

Martin Luther King's Birthday (Federal Holiday)

No work restrictions due to traffic concerns, however work on local roadways requires permission by the DHD and local police chief.

President's Day (Federal Holiday)

No work restrictions due to traffic concerns, however work on local roadways requires permission by the DHD and local police chief.

Evacuation Day (Suffolk County State Holiday)

No work restrictions due to traffic concerns.

Patriot's Day (State Holiday)

Work restrictions will be in place for Districts 3 and 6 along the entire Boston Marathon route and any other locations that the DHD in those districts determine are warranted so as to not to impact the marathon. All other districts work restrictions will be as per DHD.

Mother's Day

No work on Western Turnpike and Metropolitan Highway System from 5:00 AM on the Friday before, until the normal start of business on the following day.

Memorial Day (Federal Holiday)

No work on major arterial roadways from 5:00 AM on the Friday before, until the normal start of business on the following day.

Bunker Hill Day (Suffolk County State Holiday)

No work restrictions due to traffic concerns.

Juneteenth

No work restrictions due to traffic concerns, however work on local roadways requires permission by the DHD and local police chief.

HOLIDAY WORK RESTRICTIONS (Continued)**Independence Day (Federal Holiday)**

No work on major arterial roadways from 5:00 AM on the day before until the normal start of business on the next subsequent business day. No work on local roadways on the holiday without permission by the DHD and the local police chief.

Labor Day (Federal Holiday)

No work on major arterial roadways from 5:00 AM on the Friday before, until the normal start of business on the following day.

Columbus Day (Federal Holiday)

No work on major arterials from 5:00 AM on the Friday before, until the normal start of business on the following day

Veterans' Day (Federal Holiday)

No work restrictions due to traffic concerns.

Thanksgiving Day (Federal Holiday)

No work on major arterials from 5:00 AM two days before until the normal start of business on the following Monday.

Christmas Day (Federal Holiday)

No work on major arterial roadways from 5:00 AM on the day before until the normal start of business on the next subsequent business day.

CONTINGENCY PLAN

Separate from the Incident Response Operations (IRO) plan (detailed under Item 859.25) the Contractor shall develop contingency plans, and submit to MassDOT for approval, for potential problems that may arise during Route 24 NB & SB and Canton Street closures that will affect the overall progress schedule.

90 days prior to any closure, the Contractor shall develop contingency plans that will include the following:

- Severe weather forecast that may impact operations
- Equipment breakdowns or malfunctions
- Incident involving delivery or removal of material
- Non-responsiveness
- Response to natural disaster
- Key staffing replacement plan due to injury or illness
- Extended closures to Route 24 and Canton Street

No separate payment will be made for the development of the Contingency Plan(s), but all costs in connection therewith shall be included in the unit prices bid for the various Contract items related to the bridge structure and temporary traffic management detailed herein.

SUBSECTION 8.03 PROSECUTION OF WORK

Add/amend the following at the end of the Section:

CONTRACTUAL MILESTONES

This Contract contains the following Contractual Milestones to be included in the Contractor's Baseline CPM Schedule submission. The Contractor shall identify the completion of the work pertaining to each Contractual Milestone through the inclusion of a Finish Milestone in the accepted CPM Schedule using the stated description.

MS01 – Completion of Route 24 Stage 1 Weekend Crossover – The Contractor shall achieve this milestone by completing the required construction necessary to open the northbound and southbound Route 24 bridges to provide three lanes of traffic in each direction by **4:00 A.M. on Monday, April 22, 2024**. The Stage 1 Weekend Crossover shall not begin before Friday, March 29, 2024.

MS02 – Completion of Canton Street Stage 1 Roadway Closure – The Contractor shall achieve this milestone by completing the required construction necessary and equipment demobilization to open Canton Street to provide one lane of traffic in each direction and one sidewalk along each direction of traffic by **4:00 P.M. on Monday, April 22, 2024**.

MS03 – Completion of Route 24 Stage 2 Weekend Crossover – The Contractor shall achieve this milestone by completing the required construction necessary to open the northbound and southbound Route 24 bridges to provide three lanes of traffic in each direction by **4:00 A.M. on Monday, May 20, 2024**.

MS04 – Completion of Canton Street Stage 2 Roadway Closure – The Contractor shall achieve this milestone by completing the required construction necessary and equipment demobilization to open Canton Street to provide one lane of traffic in each direction and one sidewalk along each direction of traffic by **4:00 P.M. on Monday, May 20, 2024**.

MS05 – Substantial Completion – The Contractor shall achieve Substantial Completion **615 Calendar Days** after Notice to Proceed. A walkthrough of the entire project scope has been performed by the Resident Engineer. A Punch List has been generated and the work required by contract, including paperwork, has been completed, except for work having a contract price of less than one percent of the adjusted total contract price, including overruns, underruns, and all contract amendments. All material submittals have been received by the District Materials lab.

MS06 – Contractor Field Completion – The Contractor shall achieve Contract Field Completion **680 Calendar Days** after the date of issuance of the Notice to Proceed. All physical contract work is complete including punch list, and the Contractor has fully demobilized from the field operations.

SUBSECTION 8.11 FAILURE TO COMPLETE WORK ON TIME

Add/amend the following at the end of the Section:

The available window of opportunity for reducing lanes on Route 24 is severely limited and will require extensive public outreach to reduce traffic volumes on Route 24. Delaying the reopening of the Route 24 and Canton Street roadways will cause significant user delays and costs to drivers and local students. Additionally, the feasible window of time for Route 24 weekend lane closures and crossovers has been determined to be short, and any extension of work requiring Route 24 weekend lane closures and crossovers would cause significant regional delay and cost as well as extend project completion.

MassDOT believes that schedule savings can be achieved if the Contractor uses innovative methodologies and techniques as well as extended work hours. There will be no incentive or disincentive associated with Milestones MS05 or MS06. This contract includes the following Incentive/Disincentive for Milestones MS01, MS02, MS03, and MS04:

INCENTIVE / DISINCENTIVE REQUIREMENTS

MS01 – Completion of Route 24 Stage 1 Weekend Crossover

- If the Contractor successfully achieves Milestone #01 at 4:00 A.M. on Monday, April 22, 2024, there shall be no Incentive payment or Disincentive payment.
- If the Contractor successfully achieves Milestone #01 before 4:00 A.M. Monday, April 8, 2024, the Contractor shall receive the maximum Milestone #01 Incentive amount of \$300,000.
- If the Contractor implements the Stage 1 Weekend Crossover the weekend of April 19, 2024 through April 22, 2024, for each Hour the Contractor achieves the Milestone before 4:00 A.M. Monday April 22, 2024, MassDOT shall pay an Incentive Payment of \$30,000 per Hour up to the maximum Milestone #01 Incentive amount of \$300,000.
- If on whichever weekend the Contractor implements the Stage 1 Weekend Crossover, the Contractor fails to achieve the Milestone at 4:00 A.M. Monday morning, MassDOT shall assess the Contractor a Disincentive Deduction of \$30,000 per hour. The maximum Disincentive amount shall not exceed \$300,000.

MS02 – Completion of Canton Street Stage 1 Roadway Closure

- If the Contractor successfully achieves Milestone #02 at 4:00 P.M. on the Monday of the Route 24 Stage 1 Weekend Crossover, there shall be no Incentive Payment or Disincentive Payment.
- If the Contractor successfully achieves Milestone #02 before 4:00 P.M. on the Monday of the Route 24 Stage 1 Weekend Crossover, for each Hour the Contractor achieves the Milestone before 4:00 P.M., MassDOT shall pay an Incentive Payment of \$7,500 per Hour up to the maximum Milestone #02 Incentive amount of \$75,000.
- If the Contractor fails to achieve the Milestone at 4:00 P.M. on the Monday of the Route 24 Stage 1 Weekend Crossover, MassDOT shall assess the Contractor a Disincentive Deduction of \$7,500 per hour. The maximum Disincentive amount shall not exceed \$75,000.

SUBSECTION 8.11 (Continued)*MS03 – Completion of Route 24 Stage 2 Weekend Crossover*

- If the Contractor successfully achieves Milestone #03 at 4:00 A.M. on Monday, May 20, 2024, there shall be no Incentive payment or Disincentive payment.
- If the Contractor successfully achieves Milestone #03 before 4:00 A.M. Monday, May 6, 2024, the Contractor shall receive the maximum Milestone #03 Incentive amount of \$300,000.
- If the Contractor implements the Stage 2 Weekend Crossover the weekend of May 17, 2024 through May 20, 2024, for each Hour the Contractor achieves the Milestone before 4:00 A.M. Monday May 20, 2024, MassDOT shall pay an Incentive Payment of \$30,000 per Hour up to the maximum Milestone #03 Incentive amount of \$300,000.
- If, on whichever weekend the Contractor implements the Stage 2 Weekend Crossover, the Contractor fails to achieve the Milestone at 4:00 A.M. Monday morning, MassDOT shall assess the Contractor a Disincentive Deduction of \$30,000 per hour. The maximum Disincentive amount shall not exceed \$300,000.

MS04 – Completion of Canton Street Stage 2 Roadway Closure

- If the Contractor successfully achieves Milestone #02 at 4:00 P.M. on the Monday of the Route 24 Stage 2 Weekend Crossover, there shall be no Incentive Payment or Disincentive Payment.
- If the Contractor successfully achieves Milestone #02 before 4:00 P.M. on the Monday of the Route 24 Stage 2 Weekend Crossover, for each Hour the Contractor achieves the Milestone before 4:00 P.M., MassDOT shall pay an Incentive Payment of \$7,500 per Hour up to the maximum Milestone #02 Incentive amount of \$75,000.
- If the Contractor fails to achieve the Milestone at 4:00 P.M. on the Monday of the Route 24 Stage 2 Weekend Crossover, MassDOT shall assess the Contractor a Disincentive Deduction of \$7,500 per hour. The maximum Disincentive amount shall not exceed \$75,000.

For purposes of determining whether the Contractor shall receive an Incentive Payment, the dates and timeframes set forth in the Milestones will not be adjusted under any circumstances for any reason, cause, or circumstance whatsoever, regardless of fault, save and except in the instance of a catastrophic event and/or declared state of emergency.

SUBSECTION 6.03: Delivery and Storage of Materials

Replace this Subsection with the following:

Materials and equipment shall be progressively delivered to or removed from the site so that there will be neither delay in the progress of the work nor an accumulation of materials that are not to be used or removed within a reasonable time. All materials shall be stored in pre-approved locations per the conditions of the property owner.

Delivered materials and materials originating from the site, shall be stored to assure the preservation of their quality and fitness for the work. Stored materials, even though approved before storage, may again be inspected prior to their use in the work. Stored materials shall be located to facilitate their prompt inspection.

Approved portions of the State Highway Layout (SHLO) may be used for storage of project materials and for the placing of the Contractor's plant and equipment upon obtaining a state highway access permit. All storage sites shall be restored to their original condition by the Contractor. No additional compensation shall be given for the design, construction, preparation, or restoration of the storage site(s) or obtaining the access permit which may include but is not limited to a Traffic Management Plan (TMP), utilities, and lighting.

The application for a permit shall contain a locus map identifying the proposed location, a description of the specific activities and uses of the staging area, a TMP in accordance with section 7.10 depicting minimum setbacks from the roadway and any existing structures for stored materials and equipment and how equipment will safely access and exit the staging area.

Any additional space required must be provided by the Contractor at their expense. Municipal, private, or other state-owned property shall not be used for storage purposes without written permission of the owner or lessee, and copies of such written permission shall be furnished to the Engineer.

RESIDENTIAL NOISE RESTRICTION

The Contractor must take all precautions to minimize nighttime noise impact to residential areas in the immediate vicinity of the work area. If, however, nighttime work will cause undue noise impact to these areas even after he has taken all such precautions, the Contractor may execute his work in the daytime after permission is granted by the District Highway Director.

EQUIVALENT SINGLE AXLE LOADS (ESALS)

The estimated traffic level to be used for SUPERPAVE HMA mixture designs for this contract, expressed in Equivalent Single Axle Loads (ESALs) for the design travel lane over a 20-year period, is 18.2 Million 18-kip (80-kn) ESALs.

NOTICE TO OWNERS OF UTILITIES

The Contractor shall investigate to determine the existence of utilities that may be affected by the contractor's operations.

Written notice shall be given by the Contractor to all public service corporations or officials owning or having charge of publicly or privately owned utilities attached to, or in the vicinity of the bridge, of his intention to commence operations and the Contractor shall at that time file a copy of such notice with the Engineer.

A list of public and private utilities can be found on the MassDOT website at:

The following website lists the names and addresses of the utilities may be affected, but the completeness of the list is not guaranteed:

<https://www.mass.gov/info-details/utility-contacts-by-district-and-municipality>

Select District /6

Select the Randolph , and then locate the utility

The utility contact list is for guidance only and is not guaranteed to be complete or up to date.

Town officials are shown at website <http://www.mass.gov>

Print "Cities and Towns" in the Search box, then Select **Cities and Towns** link tabm, then select the required City or required Town.

State Police are shown at website <https://www.mass.gov/info-details/massachusetts-state-police-troop-boundaries> Select a barrack to find the area of jurisdiction.

The Contractor shall also be responsible for informing the following officials in each area that he is assigned to work in as required by the Engineer:

Superintendent, Department of Public Works or Town Engineer Superintendent, Water Department Superintendent, Sewer Department, Police and Fire Department, and Electric Department.

NATIONAL GRID EMERGENCY TELEPHONE NUMBERS

ELECTRIC:

Outage/ Emergency: 1-800-465-1212

New Service: 1-800-375-7405

Customer Support: 1-800-322-3223

EVERSOURCE EMERGENCY TELEPHONE NUMBERS

GAS:

Outage/ Emergency: 800-592-2000

New Service: 866-678-2744

Customer Support: 800-592-2000

**GENERAL REQUIREMENTS FOR DEMOLITION AND
WORK INVOLVING PAINTED STEEL**

(02/06/2020)

Demolition and work involving painted steel shall conform to the requirements of Subsection 961 of the Standard Specifications.

Work Involving Painted Steel.

Hazardous materials shall be removed in the immediate area of any intended welding, heating, saw cutting or burning of steel. Hazardous material removal is required to allow the demolition of structural steel, railings, drainage systems, utility supports, steel lamp posts, etc.

The contractor shall assume that the coatings on the steel contain lead (Pb), unless otherwise determined by testing. The contractor shall certify in writing to the Engineer the results of all testing, and shall also certify that any lead (Pb) coated steel removed from the project was not reused or buried, but was sent to a scrap metal recycling facility.

Implement and maintain programs and procedures, which comply with the requirements of this specification and all applicable standards and regulations. Comply with all applicable regulations even if the regulation is not specifically referenced herein. If a state or local regulation is more restrictive than the regulation of this specification, follow the more restrictive requirements.

This requirement is intended only for the demolition and preparation prior to repair and does not include provisions for recoating of steel.

Environmental

All applicable portions of Subsections 961.65 “Worker Protection” and 961.66 “Environmental Protection and Monitoring” shall be followed when performing this work.

During chemical stripping a hand washing facility may be used in lieu of a decontamination/changing facility.

Hazardous material shall be collected during the disassembly and disposed of as outlined in Subsection 961.68 “Handling of Hazardous Waste and Reporting Release Programs”.

The applicable submittals shall be according to Subsection 961.69 “Submittals”.

**GENERAL REQUIREMENTS FOR DEMOLITION AND
WORK INVOLVING PAINTED STEEL** (Continued)**Cleaning/Removal****Cutting Or Burning Of Steel**

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.

Proper level of containment shall be used when performing this work in accordance with Subsection 961.67 "Containment". Full containment is not required during chemical stripping operation however; the Contractor shall install proper shielding and/or tarpaulins under the chemical stripping operations in order to catch all debris generated during this procedure. A cleaned area must be inspected and approved before the demolition operations are started.

During cleaning operations the Contractor shall be required to furnish and erect temporary floodlights illuminating the steel surface at a minimum of 30-foot candles. This lighting shall be used in areas where there is insufficient lighting for proper cleaning operations and inspection. The Contractor shall supply electrical power.

The Contractor shall provide support for interim and final inspection of the bridge during cleaning operations. This support shall include the necessary traffic controls and safe access to the work.

Mechanical Disassembly Of Steel

All surfaces to be mechanically disassembled by shear cutting or removing bolts or rivets shall not require deleading. When shear cutting or removing bolts or rivets, the Contractor shall not use any method that will cause dust and/or particles to be emitted and/or dispersed into the environment to an extent that would expose the workers above the Action Levels of $30\mu\text{g}/\text{m}^3$.

For purposes of limiting the lead (Pb) dust, the Contractor will be required to dampen the lead paint work areas.

The contractor shall install a proper shielding and/or tarpaulins under all lead-paint-coated surfaces to be shear cut or bolts or rivets ordered removed in order to catch any loose lead paint chips, dust or particles.

Lead-Based Paint

Parts of the structures to be cleaned or repaired are known to be coated with lead-containing paint. For work in these locations, the Contractor should be directed to adhere to the subsections 961.65 through 961.68 of the Standard Specifications, which pertain to worker protection, environmental protection and hazardous waste handling during work involving lead-based paint.

Compensation

The Contractor will be required to submit manifests and/or certificates of disposal to the Engineer prior to the completion of the contract. All work in conjunction with the proper, legal disposal of hazardous materials shall be considered as part of Lump Sum Item 114.1 – Demolition of Superstructure of Bridge No. R-01-004 (343, AAY).

Precautions for Protection of the Environment

During the execution of work under this Contract, the Contractor shall exercise care in the placement and storage of equipment, materials and debris as some areas of the site are in environmentally sensitive areas. No equipment, materials or debris can be placed or stored in or near a resource or drainage area leading to a resource as directed by the Engineer. The Contractor shall neither stockpile material or equipment nor perform maintenance or refueling of equipment in a wetland area, within 100 feet of a wetland, or within 200 feet of a river, stream, pond or drainage area leading to a resource or other similar open body of water.

BIDDERS LIST

Pursuant to the provisions of 49 CFR Part 26.11 all official bidders will be required to report the names, addresses and telephone numbers of all firms that submitted bids or quotes in connection with this project. Failure to comply with a written request for this information within 15 business days may result in a recommendation to the Prequalification Committee that prequalification status be suspended until the information is received.

The Department will survey all firms that have submitted bids or quotes during the previous year prior to setting the annual goal and shall request that each firm report its age and gross receipts for the year.

COVID 19 GUIDELINES AND PROCEDURES

Per Subsection 5.09 – Inspection of the Work - the Contractor is required to provide assistance to the Engineer to make a complete and detailed inspection of the work. That assistance includes furnishing equipment to perform the inspection, therefore the Contractor will be required to provide CDC compliant Personal Protective Equipment (PPE) to Department personnel field staff. The CDC compliant PPE shall consist of face masks, gloves and eye protection.

All costs associated with compliance with this provision are considered to be incidental to the contract cost and therefore the Contractor will not be entitled to any additional compensation.

PIGEON WASTE

The Contractor shall remove and dispose of the pigeon waste and any other debris accumulated on the steel members and bridge seats in areas where work is being performed. Pigeon waste and debris material contaminants will require special handling and disposal in accordance with all Federal, state, and local requirements. No separate payment will be made for removal and disposal of pigeon waste. Cost shall be incidental to the contract pay items.

NORTHERN LONG-EARED BAT PROTECTION

The U.S. Fish and Wildlife Service (USFWS) has listed the northern long-eared bat (NLEB) as threatened under the Endangered Species Act (ESA) and the following requirements exist to protect the bat and its habitat. This project has been consulted with the USFWS through the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA) Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat revised February 5, 2018.

On behalf of FHWA, the lead federal agency for Section 7 consultation, MassDOT submitted a FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat to the USFWS through the Information for Planning and Consultation (IPaC) webpage and generated a May Affect, Not Likely to Adversely Affect (NLAA) determination (see Document A00870). Therefore, the project has completed Section 7 consultation through the ESA. The following Avoidance and Minimization Measures (AMMs) must be strictly adhered to in order to protect NLEB and to be in compliance with the ESA. Contact MassDOT Environmental Services - Wildlife Unit Supervisor for questions about project limits, restrictions, or conservation measures.

General AMM

- The Contractor shall ensure all personnel working in on the project site are aware of all environmental commitments related to NLEB, including all applicable AMMs. NLEB Bat information (<https://www.fws.gov/midwest/endangered/mammals/nleb/>) shall be made available to all personnel.

Bridge AMM

- An inspection of the bridge for the presence of, or evidence of use by, bats shall be completed by contractor/consultant/DOT prior to commencing bridge work. The Contractor shall notify the MassDOT Wildlife Unit no later than fourteen (14) days prior to the start of work or reinitiating work on the bridge to provide adequate time for inspection. If bats are found to be present, or, if there is evidence of bat usage, work at the bridge shall not commence until the MassDOT Wildlife Unit has completed coordination with the U.S. Fish and Wildlife Service to determine the appropriate follow up or mitigative actions. If bridge work is not complete within 2 years of the initial bridge inspection, another inspection of the bridge for the presence of, or evidence of use by, bats shall be completed.

Lighting AMMs

- Direct temporary lighting away from suitable habitat during the active season, from **April 15th to October 31st**.

VALUE ENGINEERING CHANGE PROPOSAL

This Subsection defines the conditions and requirements which apply to Value Engineering Change Proposals (“VECPs”). The purpose of this provision is to encourage the Contractor to propose changes in certain project requirements that will maintain the project’s functional requirements at a savings in contract time, contract price, or both. The net savings obtained by using a VECP that meets the conditions and requirements set forth here will be shared by the Contractor and MassDOT.

VECP’s under this provision are to be initiated, developed and submitted to MassDOT by the Contractor. The VECP must show the contemplated changes to the Drawings, Specifications and other requirements in the Contract. When a VECP submitted pursuant to this section is fully accepted by MassDOT, the VECP will be implemented by the Contractor and paid using the current cost and resource loaded schedule. Contractor shall demonstrate that the VECP is equal to, or better than, the original design or material; that there is an interest in public safety within the VECP; that there is a life-cycle cost benefit; and/or that end users will benefit from the shortened schedule. VECPs shall be consistent with the MassHighway/MassDOT Standard Specifications for Highways and Bridges and other applicable reference documents and directives. Any proposed deviation from these documents will need to be clearly identified in the VECP Proposal Documents, and must be approved by MassDOT’s Chief Engineer before accepting this VECP.

- A. In order to be considered for MassDOT review each VECP shall:
1. Be clearly labeled pursuant to this Subsection;
 2. Yield a net savings at least two hundred and fifty thousand (250,000.00) Dollars and/or a net saving of contract completion duration of at least three (3) months;
 3. The proposed changes to contract items must:
 - a. maintain the specified items’ required functions (service life, reliability);
 - b. meet applicable safety regulations and codes;
 - c. material substitutions must be in accordance with DOT prequalified/preapproved products and must be tested in accordance with standard material specs/testing methods (and considering all relevant environmental, load, and other relevant factors);
 - d. show economy of operation, ease of maintenance, ease of construction, and necessary standardized features and appearance; and
 4. Shall not require an extension of Contract Time or Contract Milestones, with the exception of cases when there are anticipated significant cost saving.

VALUE ENGINEERING CHANGE PROPOSAL (Continued)

The thresholds above are considered to be a general guideline. MassDOT will consider VECPs outside of these thresholds if a significant benefit is demonstrated. Additionally, notwithstanding this VECP process, MassDOT will consider minor revisions in the form of a Contract Modification.

Further, any VECP submitted shall be in sufficient detail to clearly define the proposed change. The Contractor's failure to provide information of the type, detail and in a format to facilitate the MassDOT's review, may be grounds for rejection of the VECP. Additionally, the Contractor will not be entitled to any equitable adjustment or increased Time, due to any aspect of any of the proposed VECP including permitting, right of way, utility coordination or delayed responses by MassDOT. If, after the progression of the work associated with the executed Contract Modification for the VECP, any additional costs are realized by the Contractor or any of the sub-consultants, sub-contractors, or suppliers, the Contractor shall be obligated to pay for any and all costs.

- B. The following initial items shall be provided by the Contractor for MassDOT's review. *Items 1-6 need to be submitted prior to the start of MassDOT's review of the VECP and item 7 is an important consideration for the pricing of the VECP and the timeline of the proposed VECP schedule.*
1. **VECP Description:** A description of the difference between the existing and the proposed Contract requirements, and the comparative advantages and disadvantages of each;
 2. **VECP Change Listing:** A listing of the Contract requirements that will need to be changed, modified, or reviewed as well as the proposed Contract document changes in the Instructions to Bidders, Contract, Standard Specifications, General Requirements and Special Provisions required by the VECP.
 3. **Construction Schedule Update:** Any changes in the Contract Time(s) or Contract Milestone(s), that will result from acceptance of the VECP, shall be accompanied by a contemporaneous schedule analysis (*i.e., the Contractor's baseline schedule submission, all past/required monthly schedule updates, a detailed assessment of all past delays, and a resource loaded Critical Path Method schedule as specified in Section 8.0 / Subsection 8.02 of this Contract*) of the projected Work that remains including the proposed VECP related schedule changes (*inclusive of the timeline to review accept the VECP and the timeline for implementing the design changes*) in the remaining work. This shall be submitted in the form of a Proposal Schedule until the VECP has been formally accepted. Note: All of this information is to be updated, recertified, and formally accepted by MassDOT before final acceptance of this this VECP is issued.

VALUE ENGINEERING CHANGE PROPOSAL (Continued)

4. ***Date for MassDOT's Acceptance:*** A statement that clearly justifies the date by which the VECP must be accepted to obtain the maximum price reduction, noting any effect upon the Contract Time(s) and/or Contract Milestone(s). This statement must include a narrative that demonstrates the most recent construction schedule has been utilized to justify that proposed acceptance date (*e.g. "in order to start to fabricate critical materials, authorization must be provided to work on the shop drawings by no later than [date]"*). The Contractor should allow for at least sixty (60) to ninety (90) days for acceptance by MassDOT once all of the VECP documentation has been provided. Acceptance shall mean that MassDOT has received a finalized and executed contract modification. However, this is a proposed Contract change.

The Contractor is fully obligated to progress the Work of the original Contract and MassDOT is not liable for any delays or costs that may occur in the review phase of any VECP proposal.

5. ***Cost and Savings Estimates:*** A detailed estimate of the anticipated net savings, calculated as follows:
- a. ***Original Scope:*** Isolate the cost of performing the original contract construction activities, in accordance with the original Contract Documents, as originally bid by the Contractor, that are anticipated to be superseded by the VECP. *This cost is to include any original contract scope that is anticipated to be altered or eliminated by the VECP such as, shop drawing preparation, inspection work, testing, maintenance of traffic, or any other original contract costs, that have yet to have been performed at the time of this VECP submission.*
 - b. ***New VECP Scope:*** Calculate the cost of performing the comparable construction activities associated with the VECP.
 - c. ***Contractor's Engineer & Inspection:*** Calculate the cost of engineering, inspection, and design work by the Contractor's Engineer/Designer. This should be a realistic estimate of the costs of any required engineering, design and review work by the Contractor's Engineer.
 - d. ***MassDOT's Costs:*** MassDOT's estimate of costs to perform engineering/design reviews, cost estimate reviews, schedule reviews, and any other administrative costs to review and recommend implementation of the proposed VECP. (*including all anticipated increased costs to MassDOT on other Contracts and all anticipated follow-on increased costs to MassDOT, if any*) as provided by MassDOT. MassDOT's estimated costs must be included the VECP calculation and will be provided by MassDOT in support of the VECP evaluation process.
 - e. ***Other Costs:*** Estimated costs associated with any revisions to other project related costs, such as Environmental Permits or Right of Way acquisitions, including other agency or municipality costs, as provided by MassDOT.

VALUE ENGINEERING CHANGE PROPOSAL (Continued)Net Savings:

The net savings to be split between MassDOT and the Contractor shall be calculated using the items above as follows: $a - (b+c+d+e) = \text{net savings}$

6. *The Contractor shall also provide:*

- a. A proposed Change Order, which explains and justifies any required Equitable Adjustment in the Contract Price.
- b. The Contractor's actual costs expended for developing the VECP as of the date of the VECP submission;

7. *Design Changes and Drawings:* The costs that are outlined above should be inclusive of the following design and engineering responsibilities.

- a. Design changes shall be prepared and stamped by the Contractor's professional designer and/or engineer. In addition, in the development of the VECP; the Contractor is responsible for anticipating and managing all aspects associated with any VECP design work that must be performed by a licensed Engineer.
- b. The Contractor's engineer must analyze and stamp all components of any aspect of the project that has been redesigned, changed, or altered as a result of this VECP.
- c. The Contractor's engineer shall provide all calculations and supporting design/engineering documentation that was utilized to develop the changes and stamped drawings. These will be used by MassDOT's Designer-of-Record to review the VECP changes. The Contractor is limited to selecting only those engineer's that have been pre-qualified by MassDOT's A&E Board.
- d. MassDOT's Designer-of-Record will review and respond to all completed design submissions related to this VECP within thirty (30) calendar days, unless determined to be a non-critical path item.
- e. MassDOT will be responsible for estimating and managing MassDOT's Designer-of-Record during the VECP review and implementation. Should any significant conflicts arise, between the Contractor's Engineer and MassDOT's Designer-of-Record, the DOT and the Contractor will work expeditiously to resolve the conflict. Should this type of conflict continue for greater than five (5) days, the Contractor is to bear all financial and time related impacts of such delay and must seek to resolve the design conflict, in an acceptable manner to MassDOT. The resolution of this conflict will be funded at the Contractor's expense – exclusive of the net saving that was agreed to at the execution of the contract modification for this VECP.
- f. The Contractor's Engineer may also be required to inspect the construction work. The Contractor is to include such anticipated inspection costs in the initial VECP.

VALUE ENGINEERING CHANGE PROPOSAL (Continued)

- g. MassDOT's Designer of Record will remain the Designer-of-Record for the entire Project. Any costs incurred in the use of MassDOT's Designer-of-Record by MassDOT or Contractor associated with the review of a VECP are to be included in the calculated net savings.
- C. Approval of the VECP shall not occur until a Contract Modification, incorporating the VECP, is issued by MassDOT and properly executed by the Contractor. MassDOT may accept or reject part or all of any VECP at any time prior to an executed Contract Modification for the applicable VECP. The decision of MassDOT, concerning acceptance or rejection of any VECP, shall be final and shall not be subject to dispute resolution.

It is expected that several weeks may go by before the final VECP documentation has been executed with a Contract Modification. Therefore, MassDOT intends to make certain that the initial cost estimate information has not changed before entering into a Contract Modification. As the VECP evaluation process is finalized, and prior to the signed Contract Modification for the VECP, the Contractor and MassDOT must re-certify the current status of the originally proposed cost and/or schedule savings.

Until a contract modification is issued and schedule and cost/savings re-certification is complete and accepted by MassDOT, the Contractor shall remain obligated to perform the Work in accordance with the terms and conditions of the original Contract Documents.

Upon completion of the work associated with the VECP, MassDOT may require verification that the VECP savings has been achieved.

- D. VECPs will be processed (distributed, reviewed, commented upon, accepted or rejected) expeditiously (pursuant to M.G.L. c. 30, § 39R); however, as this is an elective modification to the contract, MassDOT shall not be liable for any delay or cost in the review and acceptance of the VECP. During the review of the VECP, the Contractor remains obligated to progress the original Contract scope, and schedule, as planned; until a Contract Modification, accepting the Contractor re-certified VECP, has been executed by MassDOT.

The Contractor has the right to withdraw part, or all of any VECP, prior to acceptance by MassDOT. Such withdrawal shall be made in writing to the Engineer. The Contractor shall state the period of time, from the date of the initial VECP submittal, that the VECP shall remain valid and feasible. Revision of this validity and feasibility period shall be allowed only by mutual agreement of the Contractor and the Engineer in writing.

If the Contractor desires to withdraw the proposal prior to the expiration of this period for non-technical reason, MassDOT reserves the right to recover all actual costs that have been incurred to MassDOT.

VALUE ENGINEERING CHANGE PROPOSAL (Continued)

If the Contractor withdraws the VEC Proposal, MassDOT reserves the right to proceed with the VECP or any portion of the VECP as a normal change and the Contractor waives any right it may have had to share in net savings thereunder.

For purposes of this provision, expiration of the time established by the Contractor for approval shall be considered as withdrawal by the Contractor if MassDOT requests an extension of that time and the Contractor does not provide a written extension.

- E. With regard to unknown conditions or sub-surface work, in general, the expectation is that the Contractor and MassDOT will strive to gain enough knowledge about the risks in order to provide a forward-priced Change Proposal. Therefore, any costs to fully evaluate the proposal, such as additional borings and/or test pits, must be considered in the cost evaluation of whether the VECP is worth pursuing. However, if it is impractical to gather conclusive exploratory information, before the VECP is executed, MassDOT may consider provisions in the VECP that clearly identifies the risk sharing (cost and time) related specifically to the unknown/sub-surface conditions. If these VECP provisions are acceptable to MassDOT they are to include supplemental language to provide a determination of the final savings/cost, and time impacts, no later than 45 days after the sub-surface work is completed. All other aspects of the VECP, unrelated to these Provisions, will be binding upon execution of the VECP.

SUBSECTION 8.14 UTILITY COORDINATION, DOCUMENTATION, AND MONITORING RESPONSIBILITIES

A. GENERAL

In accordance with the provisions of Section 8.00 Prosecution and Progress, utility coordination is a critical aspect to this Contract. This section defines the responsibility of the Contractor and MassDOT, with regard to the initial utility relocation plan and changes that occur as the prosecution of the Work progresses. The Engineer, with assistance from the Contractor shall coordinate with Utility companies that are impacted by the Contractor's operations. To support this effort, the Contractor shall provide routine and accurate schedule updates, provide notification of delays, and provide documentation of the steps taken to resolve any conflicts for the temporary and/or permanent relocations of the impacted utilities. The Contractor shall provide copies to the Engineer of the Contractor communication with the Utility companies, including but not limited to:

- Providing advanced notice, for all utility-related meetings initiated by the Contractor.
- Providing meeting minutes for all utility-related meetings that the Contractor attends.
- Providing all test pit records.
- Request for Early Utility work requirements of this section (see below).
- Notification letters for any proposed changes to Utility start dates and/or sequencing.
- Written notification to the Engineer of all apparent utility delays within seven (7) Calendar Days after a recognized delay to actual work in the field – either caused by a Utility or the Contractor.
- Any communication, initiated by the Contractor, associated with additional Right-of-Way needs in support of utility work.
- Submission of completed Utility Completion Forms.

B. PROJECT UTILITY COORDINATION (PUC) FORM

The utility schedule and sequence information provided in the Project Utility Coordination Form (if applicable) is the best available information at the time of the bid and has been considered in setting the contract duration. The Contractor shall use all of this information in developing the bid price and the Baseline Schedule Submission, inclusive of the individual utility durations sequencing requirements, and any work that has been noted as potentially concurrent utility installations.

C. INITIATION OF UTILITY WORK

The Engineer will issue all initial notice-to-proceed dates to each Utility company based on either the:

- 1) Contractor's accepted Baseline Schedule
- 2) An approved Early Utility Request in the form of an Early Utility sub-net schedule (in accordance with the requirements of this Subsection)
- 3) An approved Proposal Schedule

C.1 - BASELINE SCHEDULE – UTILITY BASIS

The Contractor shall provide a Baseline Schedule submission in accordance with the requirements of Subsection 8.02 and inclusive of all of the information provided in the PUC Form that has been issued in the Contract documents. This is to include the utility durations, sequencing of work, allowable concurrent work, and all applicable considerations that have been depicted on the PUC Form.

SUBSECTION 8.14 (Continued)**C.2 – EARLY UTILITY REQUEST – (aka SUBNET SCHEDULE) PRIOR TO THE BASELINE**

All early utility work is defined as any anticipated/required utility relocations that need to occur prior to the Baseline Schedule acceptance. In all cases of proposed early utility relocation, the Contractor shall present all known information at the pre-construction conference in the form of a ‘sub-net’ schedule showing when each early utility activity needs to be issued a notice-to-proceed. The Contractor shall provide advance notification of this intent to request early utility work in writing at or prior to the Pre-Construction meeting. Prior to officially requesting approval for early utility work, the Contractor shall also coordinate with MassDOT and all utility companies (private, state or municipal) which may be impacted by the Contract. If this request is acceptable to the Utilities and to MassDOT, the Engineer will issue a notice-to-proceed to the affected Utilities, based on these accepted dates.

C.3 – PROPOSAL SCHEDULE - CHANGES TO THE PUC FORM

If the Contractor intends to submit a schedule (in accordance with MassDOT Standard Specifications, Division I, Subsection 8.02) that contains durations or sequencing that vary from those provided in the Project Utility Coordination (PUC) Form, the Contractor must submit this as an intended change, in the form of a Proposal Schedule and in accordance with MassDOT Standard Specifications, Division I, Subsection 8.02. These proposed changes are subject to the approval of the Engineer and the impacted utilities, in the form of this Proposal Schedule and a proposed revision to the PUC form. The Contractor shall not proceed with any changes of this type without written authorization from the Engineer, that references the approved Proposal Schedule and PUC form changes. The submission of the Baseline Schedule should not include any of these types of proposed utility changes and should not delay the submission of the Baseline Schedule. As a prerequisite to the Proposal Schedule submission, and in advance of the utility notification(s) period, the Contractor shall coordinate the proposed utility changes with the Engineer and the utility companies, to develop a mutually agreed upon schedule, prior to the start of construction.

D. UTILITY DELAYS

The Contractor shall notify the Engineer upon becoming aware that a Utility owner is not advancing the work in accordance with the approved utility schedule. Such notice shall be provided to the Engineer no later than seven (7) calendar days after the occurrence of the event that the Contractor believes to be a utility delay. After such notice, the Engineer and the Contractor shall continue to diligently seek the Utility Owner’s cooperation in performing their scope of Work.

In order to demonstrate that a critical path delay has been caused by a third-party Utility, the Contractor must demonstrate, through the requirements of the monthly Progress Schedule submissions and the supporting contract records associated with Subsection 8.02, 8.10 and 8.14, that the delays were beyond the control of the Contractor.

SUBSECTION 8.14 (Continued)

All documentation provided in this section is subject to the review and verification of the Engineer and, if required, the Utility Owner. In accordance with MassDOT Specifications, Division I, Subsection 8.10, a Time Extension will be granted for a delay caused by a Utility, only if the actual duration of the utility work is in excess of that shown on the Project Utility Coordination Form, and only if;

- 1) proper Notification of Delay was provided to MassDOT in accordance with the time requirements that are specified in this Section
- 2) the utility delay is a critical path impact to the Baseline Schedule (or most recently approved Progress Schedule)

E. LOCATION OF UTILITIES

The locations of existing utilities are shown on the Contract drawings as an approximation only. The Contractor shall perform a pre-construction utility survey, including any required test pits, to determine the location of all known utilities no later than thirty (30) calendar days before commencing physical site work in the affected area.

F. POST UTILITY SURVEY – NOTIFICATION

Following completion of a utility survey of existing locations, the Contractor will be responsible to notify the Engineer of any known conflicts associated with the actual location of utilities prior to the start of the work. The Engineer and the Contractor will coordinate with any utility whose assets are to be affected by the Work of this Contract. A partial list of utility contact information is provided in the Project Utility Coordination Form.

G. MEETINGS AND COOPERATION WITH UTILITY OWNERS

The Contractor shall notify the Engineer in advance of any meeting they initiate with a Utility Owner's representative to allow MassDOT to participate in the meeting if needed.

Prior to the Pre-Construction Meeting, the Contractor should meet with all Utility Owners who will be required to perform utility relocations within the first 6 months of the project, to update the affected utilities of the Project Utility Coordination Form and all other applicable Contract requirements that impact the Utilities. The Contractor shall copy the Engineer on any correspondence between the Utility Owner and the Contractor.

H. FORCE ACCOUNT / UTILITY MONITORING REQUIREMENTS

The Engineer will be responsible for recording daily Utility work force reports. The start, suspension, re-start, and completion dates of each of the Utilities, within each phase of the utility relocation work, will be monitored and agreed to by the Engineer and the Contractor as the work progresses.

I. ACCESS AND INSPECTION

The Contractor shall be responsible for allowing Utility owners access to their own utilities to perform the relocations and/or inspections. The Contractor shall schedule their work accordingly so as not to delay or prevent each utility from maintaining their relocation schedule.

COMPLIANCE WITH THE NATIONAL DEFENSE AUTHORIZATION ACT
(Supplementing Subsection 7.01)

On all projects, the “Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment” Regulation (2 CFR 200.216) prohibits the Contractor from using or furnishing the following telecommunications equipment or services:

- Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).
- For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).
- Telecommunications or video surveillance services provided by such entities or using such equipment.
- Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

This prohibition applies to all products manufactured by the aforementioned companies, including any individual components or parts.

By submitting a bid on a project, the Contractor certifies that all work will be in compliance with the terms of 2 CFR 200.216. The Contractor shall submit a COC indicating compliance with the above provisions for all telecommunications equipment or services included in the Contract.

Payment for the item in which the materials are incorporated may be withheld until these COCs are received. Any cost involved in furnishing the certificate(s) shall be borne by the Contractor.

SUBSECTION 8.02 SCHEDULE OF OPERATIONS

Replace this subsection with the following:

An integrated cost and schedule controls program shall be implemented by the Contractor to track and document the progress of the Work from Notice to Proceed (NTP) through the Contractor Field Completion (CFC) Milestone. The Contractor's schedules will be used by the Engineer to monitor project progress, plan the level-of-effort required by the Department's work force and consultants and as a critical decision-making tool. Accordingly, the Contractor shall ensure that it complies fully with the requirements specified herein and that its schedules are both accurate and updated as required by the specification throughout the life of the project. Detailed requirements are provided in Division II, Section 722 Construction Scheduling.

In addition, a minimum of 90 days prior to the first closure of the Route 24 (Milestone #01), the Contractor shall provide the Engineer for review and approval a Detailed Schedule consistent with the requirements of the "Short Term Construction Schedule," covering the period from 2 weeks prior to 3 weeks after the second Route 24 closure (Milestone #03). The submittal shall also include an hour-by-hour Focused Schedule for the duration of each weekend closure. The Detailed and Focused schedules, with revisions, shall be included in subsequent Short Term Construction Schedule presentations as part of the Contract Progress Meeting.

No separate payment will be made for the development of the hour-by-hour schedule, but all costs in connection therewith shall be included in the unit price bid for the Contract Item 100.

The Contractor is hereby notified that this project contains an accelerated schedule and as such the work schedule during the month preceding and the month following weekend closures of Route 24 may consist of a seven-day work week with 10 hour work days, except for dates detailed in the Holiday Work Restrictions under Subsection 7.09.

SECTION 722 CONSTRUCTION SCHEDULING

DESCRIPTION

722.20 General

The Contractor's approach to prosecution of the Work shall be disclosed to the Department by submission of a Critical Path Method (CPM) schedule and a cost/resource loaded Construction Schedule when required in this Subsection. These requirements are in addition to, and not in limitation of, requirements imposed in other sections.

The requirements for scheduling submissions are established based on the Project Value at the time of the bid and are designated as Type A, B, C or D. The definitions of these Schedule Requirement Types are summarized below. Complete descriptions of all detailed requirements are established elsewhere in this specification.

Type A – for all Site-Specific Contracts with a Project Value over \$20 Million

- Schedule Planning Session
- Baseline CPM Schedule
- Monthly Update CPM Schedule
- Short-term Construction Schedule
- Contract Schedule Update Meeting
- Resource-Loading
- Resources Graphic Reporting
- Cash Flow Projections from the CPM
- Cash Flow Charts
- Cost-loaded CPM
- Contractor-furnished CPM software, computer and training

Type B – for all Site-Specific Contracts with a Project Value between \$10 Million and \$20 Million

- A. Schedule Planning Session
- B. Baseline CPM Schedule
- C. Monthly Update CPM Schedule
- D. Short-term Construction Schedule
- E. Contract Schedule Update Meeting
- F. Cost-loaded CPM
- G. Resource-Loading
- H. Monthly Projected Spending Report (PSR)
- I. Contractor-furnished CPM software, computer and training

SECTION 722 (Continued)

Type C – for all Site-Specific Contracts with a Project Value between \$3 Million and \$10 Million

- J. Schedule Planning Session
- K. Baseline CPM Schedule
- L. Monthly Update CPM Schedule
- M. Short-term Construction Schedule
- N. Contract Schedule Update Meeting
- O. Monthly Projected Spending Report (PSR)
- P. Contractor-furnished CPM software, computer and training

Type D - for all contracts with a Project Value less than \$3 Million; various locations contracts of any dollar amount; contracts with durations less than one-hundred and eighty (180) Calendar Days; and other contracts as determined by the Engineer.

- Q. Bar chart schedule updated monthly or at the request of the Engineer (See Section 722.62.B - Bar Charts.)
- R. Monthly Projected Spending Report (PSR) (See Section 722.62.F - Projected Spending Reports.)

MATERIALS, EQUIPMENT, PERSONNEL**722.40 General****A. Software Requirements** (Types A, B and C)

The Contractor shall use Primavera P6 computer scheduling software.

In addition to the requirements of Section 740 – Engineer’s Field Office and Equipment, the Contractor shall provide to the Department one (1) copy of the scheduling software, one (1) software license and one (1) computer capable of running the scheduling software for the duration of the Contract. This computer and software shall be installed in the Engineer’s Field Office within twenty-eight (28) Calendar Days after Notice to Proceed. The computer and software shall be maintained and serviced as recommended by the computer manufacturer and/or as required by the Engineer during the duration of the Contract at no additional cost to the Department. The Contractor shall provide professional training in the basic use of the software for up to eight (8) Department employees. The trainer shall be approved by the Engineer. This training shall be provided within twenty-eight (28) Calendar Days after Notice to Proceed.

B. Scheduler Requirements

For all schedule types, if the Contractor plans to use outside scheduling services, the scheduler shall be approved as a subcontractor by the Engineer.

For Type A, B and C Schedules the name of the Contractor’s Project Scheduler together with his/her qualifications shall be submitted to the Department for approval by the Engineer within seven (7) Calendar Days after NTP. The Project Scheduler shall have a minimum of five [5] years of project CPM scheduling experience, three [3] years of which shall be on projects of similar scope and value as the project for which the Project Scheduler is being proposed. References shall be provided from past projects that can attest to the capabilities of the Project Scheduler.

SECTION 722 (Continued)**CONSTRUCTION METHODS****722.60 General****A. Schedule Planning Session**

(Types A, B and C)

The Contractor shall conduct a schedule planning session within seven (7) Calendar Days after the Contractor receives the NTP and prior to submission of the Baseline Schedule. This session will be attended by the Department and its consultants. During this session, the Contractor shall present its planned approach to the project including, but not limited to:

1. the Work to be performed by the Contractor and its subcontractors;
2. the planned construction sequence and phasing; planned crew sizes;
3. summary of equipment types, sizes, and numbers to be used for each work activity;
4. all early work related to third party utilities;
5. identification of the most critical submittals and projected submission timelines;
6. estimated durations of major work activities;
7. the anticipated Critical Path of the project and a summary of the activities on that Critical Path;
8. a summary of the most difficult schedule challenges the Contractor is anticipating and how it plans to manage and control those challenges;
9. a summary of the anticipated quarterly cash flow over the life of the project.

This will be an interactive session and the Contractor shall answer all questions that the Department and its consultants may have. The Contractor shall provide a minimum of five (5) copies of a written summary of the information presented and discussed during the session to the Engineer. The Contractor's Baseline Schedule and accompanying Schedule Narrative shall incorporate the information discussed at this Schedule Planning Session.

B. Schedule Reviews by the Department (All Types)**1. Baseline Schedule Reviews**

The Engineer will respond to the Baseline Schedule Submission within thirty (30) Calendar Days of receipt providing comments, questions and/or disposition that either accepts the schedule or requires revision and resubmittal. Baseline Schedules shall be resubmitted within fifteen (15) Calendar Days after receipt of the Engineer's comments.

2. Contract Progress Schedule / Monthly Update Reviews

The Engineer will respond to each submittal within twenty one (21) Calendar Days. Schedules shall be resubmitted by the Contractor within five (5) Calendar Days after receipt of the Engineer's comments.

Failure to submit schedules as and when required could result in the withholding of full or partial pay estimate payments by the Engineer.

SECTION 722 (Continued)**722.61 Schedule Content and Preparation Requirements**
(Types A, B and C unless otherwise noted)

Each Contract Progress Schedule shall fully conform to these requirements.

A. LOGIC

The schedules shall divide the Work into activities with appropriate logic ties to show:

1. conformance with the requirements of this Section and Division I, Subsection 8.02 - Schedule of Operations
2. the Contractor's overall approach to the planning, scheduling and execution of the Work
3. conformance with any additional sequences of Work required by the Contract Documents, including, but not limited to, Subsection 8.03 - Prosecution of Work and Subsection 8.06 – Limitations of Operations.

B. ACTIVITIES

The schedules shall clearly define the progression of the Work from NTP to Contractor Field Completion (CFC) by using separate activities for each of the following items:

1. NTP
2. Each component of the Work defined by specific activities
3. Detailed activities to satisfy permit requirements
4. Procurement of fabricated materials and equipment with long lead times, including time for review and approval of submittals required before purchasing
5. The preparation and submission of shop drawings, procedures and other required submittals, with a planned duration that is to be demonstrated to the Engineer as reasonable
6. The review and return of shop drawings, procedures and other required submittals, approved or with comments, the duration of which shall be thirty (30) Calendar Days, unless otherwise specified or as approved by the Engineer
7. Interfaces with adjacent work, utility companies, other public agencies, sensitive abutters, and/or any other third party work affecting the Contract
8. The Critical Path, clearly defined and organized
9. Float shall be clearly identified
10. Access Restraints – restrictions on access to areas of the Work that are defined by the Department in the bid package, in Subsection 8.06 – Limitations of Operations or elsewhere in the Contract
11. Milestones listed in Subsection 8.03 - Prosecution of Work or elsewhere in the Contract Documents
12. Subcontractor approvals at fifteen (15) Calendar Days from submittal to response
13. Full Beneficial Use (FBU) Contract Milestone per the requirements of Subsection 8.03 - Prosecution of Work
14. Contractor's request for validation of FBU (ready to open to traffic)
15. The Department's confirmation of completed work to allow for FBU

SECTION 722 (Continued)

16. Substantial Completion Contract Milestone per the requirements of Subsections 7.15 - Claims Against Contractors for Payment of Labor, Materials and Other Purposes and 8.03 - Prosecution of Work
17. Contractor's request for validation of Substantial Completion
18. Punchlist Completion Period of at least thirty (30) Calendar Days per the requirements of Subsections 5.11 - Final Acceptance, 7.15 - Claims Against Contractors for Payment of Labor, Materials and Other Purposes and 8.03 - Prosecution of Work
19. Contractor confirmation that all punchlist work and documentation has been completed
20. Physical Completion of the Work Contract Milestone per the requirements of Subsections 5.11 - Final Acceptance and 8.03 - Prosecution of Work
21. Documentation Completion per the requirements of Subsections 5.11 - Final Acceptance and 8.03 - Prosecution of Work
22. Contractor Field Completion Contract Milestone per the requirements of Subsections 5.11 - Final Acceptance and 8.03 - Prosecution of Work
23. Utility work to be performed in accordance with the Project Utility Coordination (PUC) Form as provided in Section 8.14 - Utilities Coordination, Documentation and Monitoring Responsibilities
24. Traffic work zone set-up and removal, night work and phasing
25. Early Utility Relocation (by others) that has been identified in the Contract
26. Right-of-Way (ROW) takings that have been identified in the Contract
27. Material Certifications
28. Work Breakdown Structure in accordance with the MassDOT-Highway Division Contractor Construction Schedule Toolkit located on the MassDOT-Highway Division website at:
<https://www.mass.gov/info-details/massdot-highway-contractors-schedule-toolkit>
29. For Type A and B Contracts only: All items to be paid, including all Unit Price and Lump Sum pay items, shall be identified by activity. This shall include all non-construction activities such as engineering work; purchase of permanent materials and equipment, purchase of structural steel stock, equipment procurement, equipment delivery to the site or storage location and the representative amount of overhead/indirect costs that was included in the Contractor's Bid Prices.

C. EARLY AND LATE DATES

Early Dates shall be based on proceeding with the Work or a designated part of the Work exactly on the date when the corresponding Contract Time commences. Late Dates shall be based on completing the Work or a designated part of the Work exactly on the corresponding Contract Time, even if the Contractor anticipates early completion.

SECTION 722 (Continued)**D. DURATIONS**

Activity durations shall be in Work Days. Planned Original Durations shall be established with consideration to resources and production rates that correspond to the Contractor's Bid Price. Within all of the Department-required schedules, the Contractor shall plan the Work using durations for all physical construction activities of no less than one (1) Work Day and no greater than fourteen (14) Work Days, unless approved by the Engineer as part of the Baseline Schedule Review.

Should there be an activity with a duration that is determined by the Engineer to be unreasonable, the Contractor will be asked to provide a basis of the duration using bid documents, historic production rates for similar work, or other form of validation that is acceptable to the Engineer. Should the Contractor and the Engineer be unable to agree on reasonable activity durations, the Engineer will, at a minimum, note the disagreement in the Baseline Schedule Review along with a duration the Engineer considers reasonable and the basis for that duration. A schedule that contains a substantial number of activities with durations that are deemed unreasonable by the Engineer will not be accepted.

E. MATERIALS ON HAND (for Types A and B only)

The Contractor shall identify in the Baseline Schedule all items of permanent materials (Materials On Hand) for which the Contractor intends to request payment prior to the incorporation of such items into the Work.

F. ACTIVITY DESCRIPTIONS

The Contractor shall use activity descriptions in all schedules that clearly describe the work to be performed using a combination of words, structure numbers, station numbers, bid item numbers, work breakdown structure (WBS) and/or elevations in a concise and compact label as specified in the MassDOT-Highway Division Contractor Construction Schedule Toolkit located on the MassDOT-Highway Division website at:

<https://www.mass.gov/info-details/massdot-highway-contractors-schedule-toolkit>

G. ACTIVITY IDENTIFICATION NUMBERS

The Contractor shall use the activity identification numbering system specified in the MassDOT-Highway Division Contractor Construction Schedule Toolkit located online at the address above.

H. ACTIVITY CODES

The Contractor shall use the activity codes specified in the MassDOT-Highway Division Contractor Construction Schedule Toolkit located online at the address above.

I. CALENDARS

Different calendars may be created and assigned to all activities or to individual activities. Calendars define the available hours of work in each Calendar Day, holidays and general or project-specific non-Work Days such as Fish Migration Periods, time of year (TOY) restrictions and/or area roadway restrictions.

SECTION 722 (Continued)

Examples of special calendars include, but are not limited to:

- Winter Shutdown Period, specific work is required by separate special provision to be performed during the winter. See Special Provision 8.03 (if applicable)
- Peak traffic hours on heavily traveled roadways. This shall be from 6:30 am to 9:30 am and from 3:30 pm to 7:00 pm, unless specified differently elsewhere in the Contract.
- Special requirements by sensitive abutters, railroads, utilities and/or other state agencies as defined in the Contract.
- Cape Cod and the Islands Summer Roadway Work Restrictions: A general restriction against highway and bridge construction is enforced between Memorial Day and Labor Day, unless otherwise directed by the Engineer. Refer to the Project Special Provisions for specific restrictions.
- Cape Ann Summer Roadway Work Restrictions: While there are no general restrictions for Cape Ann as there are for Cape Cod and the Islands, project-specific restrictions may be enforced. Refer to the Project Special Provisions for specific restrictions.
- Turtle and/or Fish Migration Periods and/or other in-water work restrictions: Refer to the Project Special Provisions for specific restrictions.
- Working over Waterways Restricted Periods: Refer to the Project Special Provisions for specific restrictions.
- Night-time paving and striping operations, traffic and temperature restrictions: Refer to the Project Special Provisions for specific restrictions.
- Utility Restrictions shall be as specified within the Contract.

J. FLOAT

For the calculation of float in the CPM schedule, the setting for *Retained Logic* is required for all schedule submissions, starting with the Baseline Schedule Submission. Should the Contractor have a reason to propose that an alternative calculation setting such as *Progress Override* be used, the Contractor shall obtain the Engineer's approval prior to modifying to this setting.

K. COST AND RESOURCE LOADING (Types A and B only)

For all Type A and B Schedules, the Contractor shall provide a cost and resource-loaded schedule with an accurate allocation of the costs and resources necessary to complete the Work. The costs and resources shall be assigned to all schedule activities in order to enable the Contractor to efficiently execute the Contract requirements and the Engineer to validate the original plan, monitor progress, provide cash flow projections and analyze delays.

1. Each schedule activity shall have an assigned cost that accurately represents the value of the Work. Each schedule activity shall have its resources assigned to it by craft and the anticipated hours to accomplish the work. Each schedule activity's equipment resources shall be assigned to it by equipment type and hours operated. Front-loading or other unbalancing of the cost distribution will not be permitted.
2. The sum of the cost of all schedule activities shall be equal to the Contractor's Bid Price.
3. Indicating the labor hours per individual, per day, by craft and equipment hours/day will be acceptable.

SECTION 722 (Continued)

4. The Engineer reserves the right to use the cost-loading as a means to resolve changes, disputes, time entitlement evaluations, increases or decreases in the scope of Work, unit price renegotiations and/or claims.
5. For all Type A and B Schedules, all subnets, fragnets, Proposal Schedules, and Recovery Schedules shall be cost and resource- loaded to help to quickly validate and monitor the duration of the Work to be performed.
6. For Type A Schedules, cost-loading of the schedule will also be used for cash flow projection purposes.
7. The cost-loading of each activity shall indicate the portion of the cost for that activity that is applicable to a specific bid item (cost account.) The total cost for each cost account must equal the bid item price.
8. For Type A Schedules, each month, the Contractor will be paid using the Cost-loaded CPM activities for Lump Sum payment items. This requirement supersedes any requirements elsewhere in this Contract regarding partial payments of schedule-of-values for all Lump Sum items.

L. NOT TO BE USED IN THE CONTRACTOR'S CPM SCHEDULE

1. Milestones or constraint dates not specified in the Contract
2. Scheduled work not required for the accomplishment of a Contract Milestone
3. Use of activity durations, logic ties and/or sequences deemed unreasonable by the Engineer
4. Delayed starts of follow-on trades
5. Float suppression techniques

722.62 Submittal Requirements

All schedules shall be prepared and submitted in accordance with the requirements listed below.

Each monthly Contract Progress Schedule submittal shall be uniquely identified.

Except as stated elsewhere in this subsection, schedule submittals shall include each of the documents listed below, prepared in two formats, for distribution as follows:

- a. four (4) compact discs (CD); one (1) each for the Office of Project Controls and Performance Oversight (O-PC&PO), the Boston Construction Section Office, the District Construction Office and the Resident Engineer's Office. Additional copies shall be required if the work is performed in more than one district.
- b. two (2) hard copies plotted in color on 24" X 36" paper; one (1) copy each for the District Construction Office and the Resident Engineer's Office. No copies for the O-PC&PO and the Boston Construction Section Office. Additional copies shall be required if the work is performed in more than one district.

SECTION 722 (Continued)**A. Narratives**

A written narrative shall be submitted with every schedule submittal. The narrative shall:

1. itemize and describe the flow of work for all activities on the Critical Path in a format that includes any changes made to the schedule since the previous Contract Progress Schedule / Monthly Update or the Baseline Schedule, whichever is most recent;
2. provide a description of any specification requirements that are not being followed. Identify those that are improvements and those that are not considered to be meeting the requirements;
3. provide all references to any Notice of Delay that has been issued, within the time period of the Contract Progress Schedule Update, by letter to the Engineer. Note that any Notice of Delay that is not issued by letter will not be recognized by the Engineer. See Subsection 722.64.A - Notice of Delay;
4. provide a description of each third-party utility's planned vs. actual progress and note any that are trending late or are late per the durations and commitments as provided in the PUC Form; provide a description of the five (5) most important responses needed from the Department and the need date for the responses in order to maintain the current Schedule of Record;
5. provide a description of all critical issues that are not within the control of the Contractor or the Department (third party) and any impact they had or may have on the Critical Path;
6. provide a description of any possible considerations to improve the probability of completing the project early or on-time;
7. compare Early and Late Dates for activities on the Critical Path and describe reasons for changes in the top three (3) most critical paths ;
8. describe the Contractor's plan, approach, methodologies and resources to be employed for completing the various operations and elements of the Work for the top three (3) most critical paths. For update schedules, describe and propose changes to those plans and verify that a Proposal Schedule is not required;
9. describe, in general, the need for shifts that are not 5 days/week, 8 hours/day, the holidays that are inserted into each calendar and a tabulation of each calendar that has been used in the schedule;
10. describe any out-of-sequence logic and provide an explanation of why each out-of-sequence activity does not require a correction, if one has not been provided, and an adequate demonstration that these changes represent the basis of how these activities will be built, including considerations for resources, dependencies and previously-approved production rates;
11. identify any possible duration increases resulting from actual or anticipated unit price item quantity overruns as compared to the baseline duration, with a corresponding suggestion to mitigate any possible delays to the Critical Path. If the delay is anticipated to impact the Critical Path, refer to Subsections 4.06 - Increased or Decreased Contract Quantities and 8.10 - Determination and Extension of Contract Time for Completion and submit a letter to the Engineer notifying of a potential delay;
12. include a schedule log consisting of the name of the schedule, the data date and the date submitted.

SECTION 722 (Continued)**B. Bar Charts (Types A, B, C and D)**

One (1) time-scaled bar chart containing all activities shall be prepared and submitted using a scale that yields readable plots and that meets the requirements of Subsection 722.61 - Schedule Content and Preparation Requirements. Activities shall be linked by logic ties and shown on their Early Dates. Critical Paths shall be highlighted and Total Float shall be shown for all activities.

A second time-scaled bar chart shall also be prepared containing only the Critical Path or, if the Critical Path is not the longest path, the Longest Path using a scale that yields readable plots and that meets the requirements of Subsection 722.61 - Schedule Content and Preparation Requirements. Activities shall be linked by logic ties and shown on their Early Dates. Total Float shall be shown for all activities.

Bar Charts shall be printed in color and submitted on 11" X 17" paper or, if approved by the Engineer, as a .pdf file.

C. Detailed Activity Schedule Comparisons

A Detailed Activity Schedule Comparison (DASC) is a simple reporting tool in the format of a graphical report that will provide Resident Engineers with immediate, timely and up-to-date information. The DASC consists of an updated bar chart that overlays the current time period's bar chart onto the previous time period's bar chart for an easily-read comparison of progress during the present and previous reporting periods. The DASC shall be prepared and submitted in accordance with the instructions contained in the Construction Schedule Toolkit located on the MassDOT-Highway Division website at:

<https://www.mass.gov/info-details/massdot-highway-contractors-schedule-toolkit>

The reports described in Subsections D, E and F below shall be submitted with all of the schedules listed in Subsection 722.20 - General:

D. Activity Cost Report and Monthly Cash Flow Projections (Type A only)

With each Contractor Quantity Estimate (CQE), the Contractor shall submit an Activity Cost Report and Cash Flow Projection that includes all activities grouped by Contract Bid Item.

The Activity Cost Report shall be generated from the Schedule of Record and shall be the basis of the Monthly Cash Flow Projection. Within each contract Bid Item, activities shall be sequenced by ascending activity identification number and shall show:

1. activity ID and description,
2. forecast start and finish dates for each activity and,
3. when submitted as a revised schedule, actual start and finish dates for each completed activity.

For Unit Price pay items, in addition to the above, estimates to complete and any variance to the estimated Contract quantity shall be shown.

E. Resource Graphs (Type A only)

Monthly and cumulative resource graphs for the remaining Contract period using the Early Dates and Late Dates in the Contract Progress Schedule shall be included as part of each schedule submittal.

SECTION 722 (Continued)**F. Projected Spending Reports (Types B, C and D)**

A Projected Spending Report (PSR) shall be prepared and submitted in accordance with the instructions listed at the end of this section. The PSR shall indicate the monthly spending (cash flow) projection for each month from NTP to Contractor Field Completion (CFC). Each month's actual spending shall be calculated using all CQEs paid during that month. If the difference between the Contractor's monthly projections vs. the actual spending is greater than 10%, the Contractor's monthly spending projection shall be revised and resubmitted within fifteen (15) Calendar Days.

The Projected Spending Report (PSR) shall be depicted in a tabular format and printed in color on 11 x 17-sized paper or larger as approved by the Engineer. For additional instructions and a template for preparing the Projected Spending Report (PSR), refer to the Contractor's Construction Schedule Toolkit located on the MassDOT-Highway Division website at:

<https://www.mass.gov/info-details/massdot-highway-contractors-schedule-toolkit> or consult with the District Construction Scheduler.

722.63. Progress Schedule Requirements**A. Baseline Schedule**

The Baseline Schedule shall be due thirty (30) Calendar Days after Notice to Proceed (NTP.) The Baseline Schedule shall only reflect the Work awarded to the Contractor and shall not include any additional work involving Extra Work Orders or any other type of alleged delay. The Baseline Schedule shall be prepared and submitted in accordance with Subsections 722.61 - Schedule Content and Preparation Requirements and 722.62 - Submittal Requirements. Once the Baseline Schedule has been accepted by the Engineer, with or without comments, it shall represent the as-planned schedule for the Work and become the Contract Progress Schedule of Record until such time as the schedule is updated or revised under Subsections 722.63.C - Contract Progress Schedules / Monthly Updates, 722.64.C - Recovery Schedules and 722.64.D - Proposal Schedules.

The Cost and Resource-Loading information (Types A and B only) shall be provided by the Contractor within forty-five (45) Calendar Days after NTP.

The Engineer's review comments on the Baseline Schedule and the Contractor's responses to them will be maintained for the duration of the Contract and will be used by the Engineer to monitor the Contractor's work progress by comparing it to the Contract Progress Schedule / Monthly Update.

B. Interim Progress-Only Schedule Submissions

The first monthly update of the Contract Progress Schedule/Monthly Update is due within seventy (70) Calendar Days after Notice to Proceed (NTP.) The Baseline Schedule review period ends at sixty (60) Calendar Days after NTP, see Subsection 722.60.B - Schedule Reviews by the Department. If the Baseline Schedule has not been accepted within sixty (60) Calendar Days after NTP, an Interim Progress-Only Schedule shall be due within seventy (70) Calendar Days after NTP. The purpose of the Interim Progress-Only Schedule is to document the actual progress of all activities, including non-construction activities, from NTP until the Baseline Schedule is accepted.

SECTION 722 (Continued)**C. Contract Progress Schedules / Monthly Updates (Types A, B, C and D)**

The first Contract Progress Schedule shall be submitted by the Contractor no later than seventy (70) Calendar Days after NTP. The data date for this first Progress Schedule shall be sixty (60) Calendar Days after NTP. Subsequent Progress Schedules shall be submitted monthly.

Each Contract Progress Schedule shall reflect progress up to the data date. Updated progress shall be limited to as-built sequencing and as-built dates for completed and in-progress activities. As-built data shall include actual start dates, remaining Work Days and actual finish dates for each activity, but shall not change any activity descriptions, the Original Durations, or the Original Resources (as planned at the time of bid), without the acceptance of the Engineer. If any activities have been completed out-of-sequence, the Contractor shall propose new logic ties for affected in-progress and future activities that accurately reflect the previously-approved sequencing. Alternatively, the Contractor may submit to the Engineer for approval an explanation of why an out-of-sequence activity does not require a correction and an adequate demonstration that the changes accurately represent how the activities will be built, including considerations for resources, dependencies and previously approved production rates. Once approved by the Engineer, the Contractor may incorporate the changes in the next Contract Progress Schedule/Monthly Update with the affected activities clearly identified and explained in the Schedule Narrative.

No revisions to logic ties; sequence, description or duration of future activities; or planned resource costs shall be made without prior approval by the Engineer.

Any proposed logic changes for in-progress or future activities shall be submitted to the Engineer for approval before being incorporated into a Contract Progress Schedule. The logic changes must be submitted using a Proposal Schedule or a schedule fragnet submission. Once approved by the Engineer, the Contractor may incorporate the logic in the next Contract Progress Schedule/Monthly Update with the affected activities clearly identified and explained in the Schedule Narrative.

For any proposed changes to the original sequence, description or duration of future activities, the Contractor shall submit to the Engineer for approval an explanation of how the proposed description or duration change reflects how the activity will be progressed, including considerations for resources and previously approved production rates. Any description or duration change that does not accurately reflect how the activity will be progressed will not be approved by the Engineer. Once approved by the Engineer, the Contractor may incorporate the changes in the next Contract Progress Schedule/Monthly Update with the affected activities clearly identified and explained in the Schedule Narrative.

Except as otherwise designated by a Contract Modification, no Contract Progress Schedule that extends performance beyond the Contract Time and/or beyond any Contract Milestone shall be approved by the Engineer. The Contractor shall submit a Recovery Schedule if any Contract Progress Schedule/Monthly Update indicates a failure to meet the Contract Dates.

D. Short-Term Construction Schedule

The Contractor shall provide a Short-Term Construction Schedule that details daily work activities, including any multiple shift work that the Contractor intends to conduct, in a bar chart format. The daily activities shall directly correspond to the Contract Progress Schedule activities, with a matching reference to the activity identification number in the Contract Progress Schedule, and may be at a greater level of detail.

SECTION 722 (Continued)

The Short-Term Construction Schedule shall be submitted every two weeks. It shall display all work for a thirty-five (35) Calendar Day period consisting of completed work for the two (2) week period prior and all planned work for the following three (3) week period. The initial submission shall be provided no later than thirty (30) Calendar Days after NTP or as required by the Engineer.

The Contractor shall be prepared to discuss the Short-Term Construction Schedule, in detail, with the Engineer in order to coordinate field inspection staff requirements, the schedule of work affecting abutters and any corresponding work with affected utilities. Short-Term Construction Schedules shall be prepared and submitted in accordance with Subsections 722.61 - Schedule Content and Preparation Requirements and 722.62 - Submittal Requirements.

Failure to submit Short-Term Construction Schedules every two (2) weeks may result in withholding of full or partial payments by the Engineer.

722.64 Impacted Schedule Requirements**A. Notice of Delay**

The Contractor shall notify the Engineer in writing, with copies to the District and State Construction Engineers, within three (3) Calendar Days of the start of any delays to the Critical Path that are caused by actions or inactions that were not within the control of the Contractor. Delay notifications that are not provided in a letter to the Engineer, such as a delay notification in the schedule narrative, will not be recognized as contractual notice in the determination of any Time Extension related to the impacts to the work associated with this specific alleged delay. Should such delay continue for more than one (1) week, the Contractor shall note it in the Schedule Narrative until the delay is no longer impacting the Critical Path for the completion of the Contract Milestones. The Engineer will evaluate the alleged delay and its impact and will respond to the Contractor within ten (10) Calendar Days after receipt of a notice of delay.

B. Time Entitlement Analysis

A Time Entitlement Analysis (TEA) shall consist of a descriptive narrative, prepared in accordance with Subsection 722.62.A - Narratives, and an as-built CPM schedule, which may be in the form of a schedule fragnet (that has been developed from the project's Contract Progress Schedule of Record, and illustrates the impact of a delay to the Critical Path, Contract Milestones and/or Contract Completion Date as required in Subsection 8.10 - Determination and Extension of Contract Time for Completion. TEAs shall also be used to determine the schedule impact of proposed Extra Work Orders (EWO) as also required in Subsection 8.10.

TEAs shall be prepared and submitted in accordance with the requirements of Subsections 722.61 - Schedule Content and Preparation Requirements and 722.62 - Submittal Requirements and shall be based on the Contract Progress Schedule of Record applicable at the start of the delay or impact from an EWO. A TEA fragnet must start with a specific new activity describing the work contained in either a Notice of Delay previously submitted to the Department per Subsection 722.64.A - Notice of Delay or an EWO.

SECTION 722 (Continued)

TEAs shall be submitted:

1. as part of any Extra Work Order that may impact Contract Time,
2. with a request for a Time Extension,
3. within fourteen (14) Calendar Days after a request for a TEA by the Engineer for any other reason.

A TEA shall be submitted to the Engineer before any Time Extension is granted to the Contractor. Time Extensions will not be granted unless the TEA accurately reflects an evaluation of all past delays and the actual events that occurred that impacted the Critical Path. The TEA must also demonstrate a plan for the efficient completion of all of the remaining work through an optimized CPM Schedule. The analysis shall include all delays, including Contractor-caused delays, and shall be subdivided into timeframes and causes of delays.

TEAs shall incorporate any proposed activities, logic ties, resource considerations, and activity costs required to most efficiently demonstrate the schedule impacts in addition to detailing all impacts to existing activities, logic ties, the Critical Path, Contract Milestones and the Contract Completion Date. In addition, TEAs shall accurately reflect any changes made to activities, logic ties, restraints and activity costs, necessitated by an Extra Work Order or other schedule impact, for the completion of the remaining work. The Contractor shall provide TEAs that demonstrate that all delays have been mitigated to the fullest extent possible without requiring an Equitable Adjustment to the original bid basis.

All TEAs shall clearly indicate any overtime hours, additional shifts and the resource that are proposed to be incorporated in the schedule. The Engineer shall have final discretion over the use of overtime hours and additional shifts. The Engineer shall have the right to require that overtime hours and/or additional shifts be used to minimize the duration of Time Extensions if it is determined to be in the best interest of the Department to do so.

When accepted, the changes included in a TEA shall be incorporated into the next Contract Progress Schedule per the requirements of Subsection 722.63.C - Contract Progress Schedules / Monthly Updates.

During the review of any TEA, all Contract Progress Schedules shall continue to be submitted as required.

The Engineer may request that the Contractor prepare a Proposal Schedule or a Recovery Schedule to further mitigate any delays that are shown in the accepted TEA/Contract Progress Schedule.

C. Recovery Schedules

The Contractor shall promptly report to the Engineer all schedule delays during the prosecution of the Work. Except as otherwise designated by a Contract Modification, no Contract Progress Schedule that extends performance beyond the Contract Time and/or beyond any Contract Milestone shall be approved by the Engineer. The Contractor shall submit a Recovery Schedule within fourteen (14) Calendar Days of a Contract Progress Schedule submission that shows failure to meet the Contract Dates. This requirement is critical to the Department's ability to make informed decisions regarding Contract Time and costs.

SECTION 722 (Continued)

During the prosecution of the Work, should the Contractor's progress on a critical operation clearly not meet anticipated production, without cause by fault of the Department, or should a critical activity or series of activities not be staffed in accordance with the Contractor's approved Baseline Schedule resource planning, the Contractor shall be obligated to recover such delay. Recovery Schedules shall be prepared and submitted in accordance with Subsections 722.61 - Schedule Content and Preparation Requirements and 722.62 - Submittal Requirements within fourteen (14) Calendar Days of any of the cases listed above.

Recovery Schedules shall clearly indicate any proposed overtime hours, additional shifts, and the resources that are proposed to be incorporated in to the schedule. The Engineer shall have final discretion over the use of overtime hours and additional shifts and shall have the right to require that overtime hours and/or additional shifts be used to minimize the duration of Time Extensions, without additional compensation for any Contractor delays, if it is determined to be in the best interest of the Department to do so.

During the review of any Recovery Schedule, all Contract Progress Schedules shall continue to be required every month.

The Engineer may request that the Contractor prepare a Recovery Schedule to further mitigate any delays that are shown in an accepted TEA/Contract Progress Schedule.

Changes represented in accepted Recovery Schedules shall be incorporated into the next Contract Progress Schedule.

D. Proposal Schedules

A Proposal Schedule is an alternative schedule used to evaluate proposed changes to the Contract scope or significant alternatives to previously approved approaches to complete the Work, which may include changes to activity durations, logic and sequence. For Types A and B Schedules, the Proposal Schedule shall be cost and resource-loaded.

A Proposal Schedule may be requested by the Department at any time or may be offered by the Contractor. The Engineer may request that the Contractor prepare a Proposal Schedule to further mitigate any delays that are shown in an accepted TEA/Contract Progress Schedule.

The Contractor shall submit the Proposal Schedule within thirty (30) Calendar Days of a request from the Department.

The Proposal Schedule shall not be considered a Schedule of Record until the logic, durations, narrative and basis of the Proposal Schedule have been accepted by the Engineer. If the Proposal Schedule took the form of a fragnet, it must be incorporated into the Contract Progress Schedule of Record showing the current progress of all other activities and the impacts/results of the changes made by the Proposal Schedule before the Proposal Schedule is accepted by the Department.

Proposal Schedules shall clearly indicate any proposed overtime hours, additional shifts, and the resources that are proposed to be incorporated in the schedule. The Engineer shall have final discretion over the use of overtime hours and additional shifts.

Changes represented in accepted Proposal Schedules shall be incorporated into the next Contract Progress Schedule. During the review of any Proposal Schedule, all Contract Progress Schedules shall continue to be required every month.

SECTION 722 (Continued)**E. Disputes (Types A, B, C and D)**

All schedules shall be submitted, reviewed, dispositioned and accepted in the timely manner specified herein so as to provide the greatest possible benefit to the execution of this Contract.

Any dispute concerning the acceptance of a schedule or any other question of fact arising under this subsection shall be determined by the Engineer. Pending resolution of any dispute, the last schedule accepted by the Engineer will remain the Contract Schedule of Record.

COMPENSATION**722.80 Method of Measurement and Basis of Payment (Types A, B, C and D)**

The Special Provisions will specify the fixed-price amount to be paid to the Contractor for the Project Schedule requirements contained herein. Each bidder shall include this lump-sum, fixed-price bid item amount in his/her bid. Failure to do so may be grounds for the rejection of the bid.

All required schedule-related work, including, but not limited to computers, computer software, the planning and coordination with utilities, training, schedule preparation and schedule submittals will be paid for under the fixed price amount.

This fixed price amount is for payment purposes only and is separate from what the Department considers to be the Contractor's General Condition costs. If the Contractor deems it necessary to include additional costs to provide all of the requirements of this section, these additional costs shall be included in the Contractor's overall bid price.

Twenty percent (20%) of this pay item will be paid upon the Engineer's acceptance of the Contractor's Baseline Schedule, prepared and submitted in accordance with Subsection 722.63.A.

The remaining eighty percent (80%) of this pay item will be paid in equal monthly installments distributed across the Contract Duration from Notice to Proceed (NTP) to Contractor Field Completion (CFC), less the 2 months required for the submittal and review of the Baseline Schedule in accordance with the following formula:

$$\text{Monthly Payment} = \frac{\text{Remaining Fixed Price amount (80\% of Item 100.)}}{\text{Contract Duration in whole months} - 2 \text{ months}}$$

The timely and accurate submission of the Baseline Schedule is critical to the Contract and the Department's ability to make informed decisions. Only payments under Item 740 - Engineer's Field Office and Item 748 - Mobilization will be made until the Baseline Schedule is accepted by the Engineer.

SECTION 722 (Continued)

No payment for any other pay item will be processed beyond seventy-five (75) Calendar Days from Notice to Proceed (NTP) until the Baseline Schedule is accepted by the Engineer. Until the Engineer's acceptance of the Baseline Schedule, the combined total of all payments made to the Contractor will be limited to an amount no greater than the total price for Item 748 - Mobilization or 3% of the contract price, whichever is less.

All Contract Progress Schedule Updates submitted later than ten (10) Calendar Days after the CQE (Contract Quantity Estimate) completion date, or greater than forty (40) Calendar Days from the Data Date of the previous submission, will be deemed to be no longer useful and will not qualify for payment. Late submittal of missed Contract Progress Monthly Updates will not result in recovery of the previously forfeited portion of the Schedule of Operations Fixed Price Payment Item.

Failure to submit schedules as and when required may result in the forfeiture of that portion of the Schedule of Operations Fixed Price Payment and/or the withholding of the full or partial CQE payments by the Engineer.

Failure to submit schedules that are acceptable to the Engineer may result in the forfeiture of that portion of the Schedule of Operations Fixed Price Payment and/or the withholding of the full or partial CQE payments by the Engineer.

The Schedule of Operations pay item will be adjusted to pay for only the actual quantity of schedules that have been submitted in accordance with this section.

The Contractor's failure or refusal to comply with the requirements of this Section shall be reasonable evidence that the Contractor is not prosecuting the Work with due diligence and may result in the withholding of full or partial payments by the Engineer.

Should there be a Time Extension granted to the Contractor, the Engineer may provide an Equitable Adjustment for additional Contract Progress Schedule Updates at intervals directed by the Engineer. Item 100. will be the basis for this Equitable Adjustment.

722.82 Payment Items

100. SCHEDULE OF OPERATIONS - FIXED PRICE \$ _____ LUMP SUM

ITEM 107.855**PRESSURE INJECTION OF CRACKS****FOOT**

The work under this Item shall conform to the applicable provisions of Subsection 901 of the Standard Specifications, and the following:

DESCRIPTION

The work under this Item consists of cleaning concrete surface; placing injection ports; placing a surface seal over cracks; installing epoxy injection material; removing injection ports and removing the surface sealing material on existing abutment walls, median bridge seats, median backwall, and/or as required by the Engineer. This work shall be done only at locations identified by the Engineer.

All costs for dump fees, taxes, special handling of hazardous materials, etcetera, shall be included in the bid price of this Item.

MATERIALS

The crack sealer material utilized for this Item shall be a low-viscosity epoxy crack filler suitable for pressure injection of cracks and shall be on the MassDOT Qualified Construction Materials List.

Only materials which are on the Qualified Construction Materials List as applicable to pressure injection are acceptable. A copy of the QCML may be obtained from the MassDOT Research and Materials Section. Crack sealer material shall be compatible with the epoxy filler material as recommended by the epoxy manufacturer.

CONSTRUCTION METHODS

The stability of the structures shall be maintained at all times. The Contractor shall notify the Engineer immediately if any condition threatens the stability or safety of any structure.

Whenever any work is to be performed, a suitable protective cover and/or shielding shall be provided by the Contractor to prevent any materials, equipment, tools, sparks, debris (liquid or solid) or other material from projecting into the adjacent travel lanes or falling into areas below the work zones in use by the public or MassDOT. Where necessary to protect the public and/or MassDOT employees against splattering or blowing debris, grit or dust or loose material created by the work, the Contractor shall erect vertical shields or screens, as required to completely enclose the work area.

The Contractor is notified that it is unacceptable for any grit or dust to escape the work area in a visible cloud or plume. All debris and dust shall be properly contained and shall be collected and removed from the work area. If such escape of dust or grit occurs during the work, MassDOT shall order the Contractor to stop work until corrective measures are implemented.

ITEM 107.855 (Continued)

Any component of the bridge, which is damaged or otherwise made unsatisfactory as a result of the Contractor's operations, will be repaired by the Contractor at no additional cost to MassDOT.

The area in the vicinity of the cracks to receive crack repair material shall be cleaned in accordance to the manufacturer's latest written recommendations. After cleaning the areas, entry ports shall be installed for the repair product application, which shall at distance along crack not less than thickness of the cracked member. A surface sealer shall be used to seal the crack between the entry ports to prevent the escape of epoxy during pressure-injection. The surface sealer shall be a product on the Department's QCML and recommended by the epoxy manufacturer and shall be applied based on the manufacturer's latest written recommendations.

Injection of epoxy shall begin at the lowest entry port; epoxy shall be forced into the crack at the first port with sufficient pressure to advance epoxy to adjacent port. Once the epoxy has reached the adjacent entry port, the original entry port shall be sealed off and epoxy injection shall proceed at the current entry port at which epoxy appears. Continue this manner of port-to-port injection until each crack has been injected for its entire length. Once epoxy has cured, all entry ports shall be removed and ground flush with the surrounding surface.

The Contractor shall comply with all manufacturers' instructions and recommendations regarding safety. The surrounding work, vehicles, and vegetation shall be protected from damage by epoxy injection materials and operation.

The Contractor shall furnish to the Engineer samples of materials proposed for use at least six weeks prior to scheduled use.

The Contractor shall arrange with the materials manufacturer or distributor to have the services of a competent field representative at the work site prior to any mixing of components to instruct the work crews in the proper mixing and application procedures. The field representative shall remain at the job site after work commences and continue to instruct until the Engineer is satisfied that the crew has mastered the technique of installing the system successfully. The representative shall make periodic visits to the project as the work progresses and shall confer on each visit with the Contractor and the Engineer. The manufacturer's field representative must be fully qualified to perform the work and shall be subject to the approval by the Engineer. The Contractor shall be completely responsible for the expense of the services of the required field representative.

METHOD OF MEASUREMENT

Item 107.855 will be measured for payment by the Foot of cracks repaired and accepted by the Engineer.

BASIS OF PAYMENT

Item 107.855 will be paid for at the Contract unit price per Foot, which price shall include all labor, materials, equipment, epoxy crack filler, lighting, and all incidental costs required to complete the work.

ITEM 114.1**DEMOLITION OF SUPERSTRUCTURE
OF BRIDGE R-01-004****LUMP SUM**

Work under this item shall conform to the relevant portions of Subsection 112 and the following:

DESCRIPTION

The work to be done under this Item includes furnishing all material, labor, equipment, and tools necessary to perform the removal and disposal of the entire superstructure for the respective bridge structures in stages. This includes, but is not limited to, the reinforced concrete bridge deck, granite curbs, concrete safety walks, steel stringers and diaphragms, bearings, concrete bridge barriers, shielding, metal railings, and guardrail. The removal and satisfactory disposal of the present substructure to the limits designated on the Contract Plans are covered under items 127 and 127.1.

SUBMITTALS

The Contractor shall prepare and submit to the Engineer for approval his proposed method of demolition, describing all required equipment, tools, devices, etc. The demolition procedure and any necessary calculations and drawings, including those for the design of the temporary support posts, shall bear the stamp of a Professional Engineer registered in the Commonwealth of Massachusetts certifying that all existing structural members are suitably braced and supported throughout the demolition process. Work shall not commence until the Engineer has given written approval of the method of demolition and temporary support.

The Contractor shall maintain two lanes of traffic on Canton Street at all times, except for short durations as approved by the Engineer.

Plans and details are based on original contract drawings (March 1957) with supplemental survey, and therefore the Contractor is strongly advised to conduct his own field investigation prior to bidding. The Contractor shall also verify all conditions and materials in the field and shall base his bid on his own findings without any additional compensation for variance from the Plans or these special provisions regarding actual conditions for Items to be removed.

CONSTRUCTION METHODS

During the prosecution of this work, the Engineer may reject the use of any method or equipment that causes undue vibration or possible damage to the remaining structure or any part thereof. The noise and dust created by demolition operations must be reduced to the maximum extent possible. Blasting will not be allowed without written permission from MassDOT. The Contractor shall note that it is very unlikely that permission for blasting will be granted. The Contractor shall take all precautions necessary so as not to damage those portions of the structure that are to remain. Any portions of the existing structure that are to remain which become damaged as a result of the Contractor's operations, as determined by the Engineer, shall be repaired to the satisfaction of the Engineer at no additional cost to The Department. Additionally, the Contractor shall be responsible for maintaining portions of the existing structures, including but not limited to the bridge decks, abutments, and piers, throughout all stages of demolition and construction.

ITEM 114.1 (Continued)

The cost of any repairs to the existing structures that are required to maintain traffic shall be considered incidental to the respective demolition item.

No demolition work shall be started until any and all utility companies involved have been notified (not less than seven (7) days prior to the start of demolition) and the Contractor has received approval from the Engineer as to the equipment, procedures, and schedule of operation to be used during the demolition and reconstruction periods. The Contractor shall carry on his work concurrently and in conjunction with the utility companies involved at the project site, so as to provide for all possible cooperation toward the satisfactory completion of the work with a minimum of delay and inconvenience. The Contractor shall be responsible for protecting any existing utility lines during his operations. If any utilities are damaged due to the Contractor's negligence, the Contractor shall make repairs at his/her own expense.

The Contractor shall take precautions to prevent debris from falling onto the roadway, or to encroach upon active lanes and shoulders. The Contractor shall be required to remove any debris which is generated by demolition from the site immediately and to restore portions of the site affected by the operation to their original undisturbed condition or better. Removal of debris generated by demolition will be performed at the Contractor's own expense.

All materials removed in this demolition operation, except for any utility components which are directed to remain the property of the utility companies involved, shall become the property of the Contractor and shall be properly disposed of by him/her away from the work site.

The contractor shall make adequate provisions for the protection of traffic, private property and pedestrians from damage and injury during all phases of the demolition process.

Contractor shall note that the existing bridge was constructed in 1957 and the painted steel stringers are therefore suspected to contain lead or lead-based coatings. Demolition and work involving painted steel shall conform to the requirements of Section 961 of the Standard Specifications. All hazardous materials shall be contained and disposed of in accordance with state and federal environmental regulations. Refer to GENERAL REQUIREMENTS FOR DEMOLITION AND WORK INVOLVING PAINTED STEEL.

COMPENSATION

MassDOT does not guarantee or represent that the bridge materials will actually coincide with any descriptions contained herein or represented on the plans. The Contractor shall be satisfied, by the Contractor's own investigation and research, regarding all conditions and materials affecting the work to be done. No additional compensation, other than the unit price bid for this Item, will be made if the materials or work prove to be different than that inferred or described herein, or shown on the Plans.

ITEM 114.1 (Continued)**BASIS OF PAYMENT**

Item 114.1 will be paid for at the Contract Lump Sum price, which price shall include all labor, materials, tools, equipment, staging, access, removals, storage, shielding, the cost of all field measurements and survey required, and incidental costs required to complete the work.

The Contractor shall submit for approval, by the Engineer, a cost schedule for the Demolition of Bridge No. R-01-004 (343, AAY). The approval of the cost schedule by the Engineer shall not be considered as a guarantee to the Contractor of the quantities assumed in developing any part of the submitted cost schedule. The schedule is only for the purpose of estimating partial payments, and it shall not affect the contract terms in any way.

ITEM 119.5**CONSTRUCTION NOISE CONTROL****LUMP SUM****DESCRIPTION**

The intent of this Item is to minimize construction noise within construction areas, lay-down areas, and communities adjacent to the construction site. As such, the Contractor and all subcontractors, suppliers, and vendors, are required to comply with all applicable noise regulations, specification requirements, and the noise level limits specified herein.

This Item specifies requirements for response to community complaints. All requirements of this Item, if needed during performance of the Work, shall be overseen by an approved Acoustical Engineer employed by the Contractor. The Acoustical Engineer shall be responsible for obtaining the baseline noise levels to be incorporated in Table 1.

The Contractor shall provide the Engineer with a noise control plan that demonstrates that the construction activities will meet the sound level limits in Tables 1. Compliance demonstration shall consist of developing noise projection impacts from construction activities and /or equipment at the closest receptor locations. Appropriate noise receptor locations shall be determined by the Acoustical Engineer and coordinated with the Department. Prior to the start of work, the Contractor shall meet with the Engineer and his representatives to discuss the results of the noise control plan. The noise control plan shall be updated every 4 months during the contract period. If changes to construction activities or equipment being used are anticipated during the preceding 4 month period, then the noise control plan shall be revised to take the changes into account. If no changes are anticipated for the proceeding 4 month period, then the existing approved noise control plan shall remain in effect.

The Contractor shall use equipment with its original noise-suppression devices in good working order and employ other noise abatement measures such as enclosures and barriers necessary for the protection of the public. In addition, the Contractor shall schedule and conduct operations in a manner that will minimize, to the greatest extent feasible, the disturbance to the public in areas adjacent to the Work and to occupants of buildings in the vicinity of the Work.

In no case shall the restrictions identified in this Item limit the Contractor's responsibility for compliance with all Federal, state, and local safety ordinances and regulations.

Terms Used

Noise is any audible sound which has the potential to annoy or disturb humans, or to cause an adverse psychological or physiological effect on humans.

Daytime refers to the period from 7 AM to 6 PM local time daily, except Sundays and Federal holidays.

ITEM 119.5 (Continued)

Evening refers to the period from 6 PM to 10 PM local time daily, except Sundays and Federal holidays.

Nighttime refers to the period from 10 PM to 7 AM local time daily, as well as all day Sunday and Federal holidays.

Noise-Sensitive Locations shall mean locations where particular sensitivities to noise exist, such as residential areas, institutions, hospitals, and parks.

Nuisance Noise refers to sound levels that annoy or disturb a reasonable person of normal sensitivities, but do not exceed the noise limits specified herein.

Lot-line refers to the line separating a parcel of land from another parcel or from the street

Background Noise shall be defined as the measured ambient noise level associated with all existing environmental, transportation, and community noise sources in the absence of any audible construction activity.

dB(A) shall be defined as the sound level (in decibels referenced to 20 micro-pascals) as measured using the A-weighting network on a sound level meter, in accordance with ANSI S1.4 Standards.

L_{max} shall be defined as the maximum measured sound level at any instant in time.

Leq shall be defined as the equivalent sound level, or the continuous sound level that represents the same sound energy as the varying sound levels, over a specified monitoring period.

L₁₀ shall be defined as the sound level exceeded 10 percent of the time for a specified monitoring period.

Slow specifies a time constant or 1 second for the root-mean-square (RMS) detector used by a sound level meter, in accordance with ANSI S1.4 Standards.

Impact noise is noise produced from impact or devices with discernible separation in sound pressure maxima. Examples for impact equipment include, but are not limited to; blasting, clam shovel or chisel drops, pavement breakers, jackhammers, hoe rams, mounted impact hammers, and impact pile drivers (but not vibratory pile drivers). Table 2 specifies types of equipment which are considered to emit impact or continuous noise.

ITEM 119.5 (Continued)**SUBMITTALS**

Submit the name, address, and qualifications of the Acoustical Engineer, as specified herein, for review and acceptance prior to construction.

Develop and submit for approval, prior to construction, a noise control plan for each phase of construction that outlines in detail, the measures to be implemented by the Contractor to comply with this Section. Any modifications to the approved noise control plan must be submitted for review and approval prior to implementation. The noise control plan will be reviewed every four months. If there have been substantial changes to proposed construction activities, then the noise control plan will be updated to reflect these changes.

Submit shop and working drawings, computations, material data, and other descriptions for abatement measures used as Temporary Noise Barriers, Acoustical Barrier Enclosures, or Noise Control Curtains as specified herein. Drawings and computations shall be stamped by a Registered Professional Engineer of the Commonwealth of Massachusetts.

Construction Limitations**Noise Levels**

Daytime, evening, and nighttime construction noise levels at noise-sensitive locations and other noise monitoring locations shall not exceed the limits specified in Table 1, unless the noise exceedances occur when mitigation consistent with this specification is utilized, as determined by the Engineer. The lot-line criteria shall apply to all points on a given lot-line of an affected receptor.

1. Equipment and associated equipment operating under full load shall not exceed the L_{max} noise limits specified in Table 2, unless noise exceedances occur when mitigation consistent with this specification is utilized, as determined by the Engineer. The 50-foot noise emission limits specified in Table 2 shall apply to the entire operation in which the equipment is engaged. Table 2 also provides distinction as to which equipment is considered to emit impact or continuous noise.
2. Work shall be performed in a manner to prevent nuisance conditions such as noise which exhibits a specific audible frequency or tone (e.g., backup alarms, unmaintained equipment, brake squeal) or impact noise (e.g., jackhammers, hoe rams). The Engineer will make any final interpretation concerning whether or not nuisance noise conditions exist. The Engineer has the authority to stop the Work until nuisance noise conditions are resolved, without additional time or compensation for the Contractor.

ITEM 119.5 (Continued)

Equipment Operations

1. The use of impact pile drivers shall be prohibited during evening and nighttime hours (i.e., 6 PM to 7 AM as defined herein).
2. Vibratory pile driving shall be prohibited during the nighttime period (i.e., 10 PM to 7 AM as defined herein).
3. All jackhammers, chainsaws, and pavement breakers used on the construction site shall be enclosed with shields, acoustical barrier enclosures, or noise barriers.
4. The use of all impact devices, including hoe rams, jackhammers, chiseling devices, and pavement breakers, shall be prohibited during the nighttime hours (i.e., 10 PM to 7 AM). Any necessary use of impact devices between 10 PM and 7 AM shall be reviewed by the Engineer in advance and allowed as an exception only upon sufficient justification.
5. Contractors shall use approved haul routes to minimize noise at residential and other sensitive noise receptor sites.
6. All equipment with backup alarms operated during the hours of 6 PM to 10 PM by the Contractor, vendors, suppliers, and subcontractors on the construction site shall be equipped with either audible self-adjusting ambient-sensitive backup alarms or manually-adjustable alarms. The ambient-sensitive alarms shall automatically adjust to a maximum of 5 dB(A) over the surrounding background noise levels. The manually-adjustable alarms shall be set at the lowest setting required to be audible above the surrounding noise. Installation and use of the alarms shall be consistent with the performance requirements of the current revisions of Society of Automotive Engineering (SAE) J994, J1446, and OSHA regulations.

For work between the hours of 10 PM to 7 AM, the Contractor shall use in lieu of audible backup alarms an appropriate alternative safety method in accordance with OSHA regulations (29 CFR Part 1926, Subpart "O", 1926.601.b.4 and 1926.602.a.9.). This applies to all vehicles and equipment operated by the Contractor, vendors, suppliers, and subcontractors on the construction site.

7. Per State regulation, engine idling for trucks is limited to 5 minutes maximum.

ITEM 119.5 (Continued)**Acoustical Engineer**

The Acoustical Engineer identified in this Article shall oversee all requirements of this Section.

The Acoustical Engineer shall have the following minimal qualifications:

1. Bachelor of Science or higher degree from a qualified program in engineering, physics, or architecture offered by an accredited university or college, and five years experience in noise control engineering and construction noise analysis; or current enrollment as a full Member or Board-certified Member in the Institute of Noise Control Engineering (INCE).
2. Demonstrated substantial and responsible experience in preparing and implementing construction noise controls and monitoring plans on construction projects conducted in an urban setting, calculating construction noise levels, and designing and overseeing the implementation of construction noise abatement measures.

If at any point, in the judgment of the Engineer, the quality of the Acoustical Engineer's submittals proves to be repeatedly unacceptable, then the Engineer can require the submittal and selection of an alternative Acoustical Engineer meeting the requirements in this Article.

MATERIALS**General**

All equipment and materials specified in this part will remain the property of the Contractor or Contractor's subcontractors, vendors, and suppliers, as applicable.

Noise Reduction Materials and Equipment

Noise reduction materials may be new or used. Used materials shall be of a quality and condition to perform their designed function. Noise reduction equipment and materials may include, but not be limited to:

1. Shields, shrouds, or intake and exhaust mufflers.
2. Noise-deadening material to line hoppers, conveyor transfer points, storage bins, or chutes.
3. Noise barriers using materials consistent with the Temporary Noise Barrier materials specified herein.
4. Noise curtains using materials consistent with the Noise Control Curtains materials specified herein.

ITEM 119.5 (Continued)

All equipment used on the construction site, including jackhammers and pavement breakers, shall have exhaust systems and mufflers that have been recommended by the manufacturer as having the lowest associated noise.

The local power grid shall be used wherever feasible to limit generator noise. Where a generator is necessary, it shall have the maximum noise muffling capability recommended by the manufacturer to meet the noise emission limits specified in Table 2.

Temporary Noise Barriers**Materials**

1. Temporary barriers shall be constructed of 3/4-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance having a surface weight of two pounds per square foot (2 lbs/sq.ft.) or greater. The temporary noise barriers shall have a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90.
2. The temporary barriers shall be lined on one side with glass fiber, mineral wool, or other similar noise curtain type noise-absorbing material at least 2-inches thick and have a Noise Reduction Coefficient rating of NRC-0.85, or greater, based on certified sound absorption coefficient data taken according to ASTM Test Method C423.
3. The materials used for temporary barriers shall be sufficient to last through the duration of construction for this Contract, and shall be maintained in good repair.

Construction Details

1. Barrier panels shall be attached to support frames constructed in sections to provide a moveable barrier utilizing the standard "Temporary Precast Concrete Median Barrier" for the Project, or other supports designed to withstand 80 mph wind loads plus a 30 percent gust factor.
2. When barrier units are joined together, the mating surfaces of the barrier sides shall be flush with each other. Gaps between barrier units, and between the bottom edge of the barrier panels and the ground, shall be closed with material that will completely fill the gaps, and be dense enough to attenuate noise.
3. The barrier height shall be designed to break the line-of-sight and provide at least a 5 dB(A) insertion loss between the noise producing equipment and the upper-most story of the receptor(s) requiring noise mitigation. If for practicality or feasibility reasons, which are subject to the review and approval of the Engineer, a barrier can not be built to provide noise relief to all stories, then it must be built to the tallest achievable height.
4. Prefabricated acoustic barriers are available from various vendors. An equivalent barrier design can be submitted as specified herein in lieu of the plywood barrier described above.

ITEM 119.5 (Continued)**Acoustical Barrier Enclosures****Materials**

1. The acoustical barrier enclosure shall consist of durable, flexible composite material featuring a noise barrier layer bonded to sound-absorptive material on one side.
2. The noise barrier layer shall consist of rugged, impervious material with a surface weight of at least one pound per square foot (1 lbs/sq.ft.). The sound absorptive material shall include a protective face and be securely attached to one side of the flexible barrier over the entire face.
3. The acoustical material used shall be weather and abuse resistant, and exhibit superior hanging and tear strength during construction. The material shall have a minimum breaking strength of 120 lb/in. per FTMS 191 A-M5102 and minimum tear strength of 30 lb/in. per ASTM D117. Based on the same test procedures, the absorptive material facing shall have a minimum breaking strength of 100 lb/in. and a minimum tear strength of 7 lb/in.
4. The acoustical material shall be corrosion resistant to most acids, mild alkalies, road salts, oils, and grease.
5. The acoustical material shall be fire retardant and be approved by the applicable Fire Department(s) prior to procurement. It shall also be mildew resistant, vermin proof, and non-hygroscopic.
6. The acoustical material shall have a Sound Transmission Class of STC-25 or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90. It shall also have a Noise Reduction Coefficient rating of NRC-0.70 or greater, based on certified sound absorption coefficient data taken according to ASTM Test Method C423.
7. The Contractor shall submit the name of the manufacturer, properties of the material to be furnished, and two one-foot square samples to the Engineer for review prior to submittal of design and detailed engineering as specified herein.

Construction Details

1. The acoustical barrier enclosure shall be designed to effectively cover a noise producing source to reduce noise affecting nearby noise-sensitive receptors.
2. The acoustical material shall be installed in vertical and horizontal segments with the vertical segments extending the full enclosure height. All seams and joints shall have a minimum overlap of 2 inches and be sealed using double grommets. Construction details shall be performed according to the manufacturer's recommendations.

ITEM 119.5 (Continued)

3. The Contractor shall be responsible for the design, detailing, and adequacy of the framework and supports, ties, attachment methods, and other appurtenances required for the proper construction of the acoustical barrier enclosure.
4. The design and details for the acoustical noise barrier enclosure framework and supports shall be prepared and stamped by a Professional Engineer licensed in the Commonwealth of Massachusetts. The Contractor shall submit the design and detailed engineering drawings to the Engineer as specified herein.

Noise Control Curtains**Materials**

1. The noise control curtain shall consist of durable, flexible composite material featuring a noise barrier layer bonded to sound-absorptive material on one side. The noise barrier layer shall consist of a rugged, impervious material with a surface weight of at least one pound per square foot (1 lbs/sq.ft). The sound absorptive material shall include a protective face and be securely attached to one side of the flexible barrier over the entire face.
2. The noise curtain material used shall be weather and abuse resistant, and exhibit superior hanging and tear strength during construction. The curtain's noise barrier layer material shall have a minimum breaking strength of 120 lb/in. per FTMS 191 A-M5102 and minimum tear strength of 30 lb/in. per ASTM D117. Based on the same test procedures, the noise curtain absorptive material facing shall have a minimum breaking strength of 100 lb/in. and a minimum tear strength of 7 lb/in.
3. The noise curtain material shall be corrosion resistant to most acids, mild alkalies, road salts, oils, and grease. It also shall be mildew resistant, vermin proof, and non-hygroscopic.
4. The noise curtain material shall be fire retardant and be approved by the City and/or Town Fire Departments prior to procurement.
5. Noise control curtain shall have a Sound Transmission Class of STC-30 or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90. It shall also have a Noise Reduction Coefficient rating of NRC-0.85 or greater, based on certified sound absorption coefficient data taken according to ASTM Test Method C423.
6. The Contractor shall submit the name of the manufacturer, properties of the material to be furnished, and two one-foot square samples to the Engineer for review prior to submittal of the design and detailed engineering drawings as specified herein.

ITEM 119.5 (Continued)

Construction Details

1. The noise control curtains shall be designed to effectively reduce noise affecting nearby noise-sensitive receptors. The curtains shall be secured above, at the ground, and at intermediate points by framework and supports designed to withstand 80 mph wind loads plus a 30 percent gust factor.
2. The curtains shall be installed in vertical and horizontal segments with the vertical segments extending the full curtain height to the ground. All seams and joints shall have a minimum overlap of 2 inches and be sealed using Velcro or double grommets spaced 12 inches on center. Curtains shall be fastened to framework and guardrails with wire cable 12 inches on center. Construction details shall be performed according to the manufacturer's recommendations.
3. The curtain height shall be designed to break the line-of-sight and provide at least a 5 dB(A) insertion loss between the noise producing equipment and the upper-most story of the receptor(s) requiring noise mitigation. If for practicality or feasibility reasons, which are subject to the review and approval of the Engineer, a curtain system can not be built to provide noise relief to all stories, then it must be built to the tallest achievable height.
4. The Contractor shall be responsible for the design, detailing, and adequacy of the framework and supports, ties, attachment methods, and other appurtenances required for the proper installation of the noise control curtains.
5. The design and details for the noise control curtains framework and supports shall be prepared and stamped by a Professional Engineer licensed in the Commonwealth of Massachusetts. The Contractor shall submit the design and detailed engineering drawings to the Engineer as specified herein.

CONSTRUCTION METHODSNoise Reduction Methods

The Contractor shall use all reasonable efforts to implement noise reduction methods listed below to minimize construction noise emission levels. Noise reduction methods shall include, but not be limited to:

1. Use of: 1) concrete crushers or pavement saws for concrete deck removal, demolitions, or similar construction activity; 2) pre-auguring equipment to reduce the duration of impact or vibratory pile driving; 3) local power grid to reduce the use of generators.
2. Attaching: 1) intake and exhaust mufflers, shields, or shrouds; 2) noise-deadening material to inside of hoppers, conveyor transfer points, or chutes.

ITEM 119.5 (Continued)

3. Maintaining: 1) equipment mufflers and lubrication; 2) precast decking or plates; 3) surface irregularities on construction sites to prevent unnecessary noise.
4. Limiting: 1) the number and duration of equipment idling on the site; 2) the use of annunciators or public address systems; 3) the use of air or gasoline-driven hand tools.
5. Configuring, to the extent feasible: 1) the construction site in a manner that keeps loud equipment and activities as far as possible from noise-sensitive locations; 2) barrels or signage to detour traffic away from plated trenches.
6. Scheduling of construction events and limiting usage times to minimize noise, especially during nighttime hours and near sensitive abutters.
7. Constructing noise barriers and/or noise curtain systems.
8. Minimizing noise from the use of backup alarms using measures that meet OSHA regulations. This includes use of self-adjusting ambient-sensitive backup alarms, manually-adjustable alarms on low setting, use of observers, and scheduling of activities so that alarm noise is minimized.
9. Where practical and feasible, configuring construction sites to minimize backup alarm noise. For example, construction site access should be designed such that delivery and dump trucks move through the site in a forward manner without the need to back up.
10. Preventing nuisance noise conditions such as from squealing equipment, backup alarms, radios and public address systems, etc.
11. Using only variable message and sign boards that are solar powered or connected to the local power grid.

Complaint Procedure

The objective of the complaint procedure is to ensure that public and agency complaints are addressed and resolved consistently and expeditiously.

If the Contractor receives a complaint regarding construction noise, the Contractor shall immediately notify the Engineer and the Acoustical Engineer. The Contractor shall conduct an evaluation and/or noise monitoring to determine if the construction activity is exceeding the allowable limits as specified herein.

In the event that measured noise levels exceed allowable limits as specified herein, or result in nuisance conditions, the Contractor shall immediately use noise reduction materials and methods such as, but not limited to, those described herein to reduce noise levels or to alleviate the nuisance conditions.

ITEM 119.5 (Continued)**Temporary Noise Barriers**

The Contractor shall erect temporary noise barriers to mitigate construction noise at locations as directed by the Engineer.

The temporary noise barriers shall be readily moveable so that they may be re-positioned, as necessary, to provide noise abatement for non-stationary, as well as stationary, processes.

The barriers shall be installed such that the noise-absorptive surfaces face the construction noise source.

The Contractor shall maintain the temporary noise barriers and repair all damage that occurs, including, but not limited to, keeping barriers clean and free from graffiti and maintaining structural integrity. Gaps, holes, and weaknesses in the barriers, and openings between or under the units, shall be repaired promptly or replaced by the Contractor with new material.

The Contractor shall remove and dispose of the temporary noise barriers at the end of the Contract or sooner at the direction of the Engineer.

Acoustical Barrier Enclosures

The Contractor shall erect acoustical barrier enclosures to mitigate construction noise at locations as required in construction drawings, or as directed by the Engineer.

The acoustical barrier enclosures shall be readily moveable so that they may be repositioned, as necessary, to provide noise abatement for non-stationary equipment (e.g., jackhammers, chain saws, compressors).

The acoustical enclosure shall be installed such that the noise-absorptive surfaces face the construction noise source.

The Contractor shall maintain the acoustical barrier enclosures and repair all damage that occurs, including, but not limited to, keeping barriers clean and free from graffiti and maintaining structural integrity. Gaps, holes, and weaknesses in the acoustical enclosure, and openings between or under the panels, shall be repaired promptly or replaced by the Contractor with new material. Construction work shall not proceed until repairs are made.

The Contractor shall remove and dispose of the acoustical enclosure at the end of the Contract or sooner at the direction of the Engineer.

ITEM 119.5 (Continued)Noise Control Curtains

The Contractor shall erect noise control curtains to mitigate construction noise at locations specified in construction drawings, or as directed by the Engineer.

Noise control curtains shall particularly be used for short-term operations (e.g., less than 3 months), or where vehicular or pedestrian access is required during the day, or as directed by the Engineer.

The noise control curtains shall be installed without any gaps such that the sound-absorptive side faces the construction activity to be shielded. The curtains shall be supported by the existing elevated Expressway, ramps, or other methods identified by the Contractor.

The Contractor shall maintain the noise control curtains and repair all damage that occurs, including, but not limited to, keeping barriers clean and free from graffiti and maintaining structural integrity. Gaps, holes, and weaknesses in the noise control curtains, and openings between or under the panels, shall be repaired promptly or replaced by the Contractor with new material. Construction work shall not proceed until such repairs are made.

The Contractor shall remove and dispose of the noise control curtains at the end of the Contract or sooner at the direction of the Engineer.

TABLE 1. Area 1- Route 24 Corridor Noise Limits in dB(A)

Period of the Day	Hours	Land-use	Non-Impact Equipment			Impact Equipment		
			Leq	L10	L _{max}	Leq	L10	L _{max}
Daytime	7:00 am to 6:00 pm	Noise-sensitive						
		Commercial						
		Industrial						
Evening	6:00 to 10:00 pm	Noise-sensitive						
Nighttime	10:00 pm to 7:00 am	Noise sensitive						
		BL = _dBA						
		BL < _dBA						

NOTES:

- Noise from impact equipment is exempt from the L10 requirement, however is still subject to a lot-line L_{max} limit.
- All measurements shall be taken at the affected lot-line. In situations where the work site is within 50 feet of a lot-line, the measurement shall be taken from a point along the lot-linesuch that a distance of 50 feet is maintained between the sound level meter and the construction activity being monitored.

ITEM 119.5 (Continued)

- c. Lot-line noise limits shall apply to all points along the receptor's lot-line.
- d. L10 noise readings are averaged over 20 minute intervals. Lmax noise readings occur instantaneously.
- e. BL is the average baseline or background measured in L10.
- f. See Figure 1 for area location



Figure 1 Noise Monitoring Area

ITEM 119.5 (Continued)**TABLE 2. Construction Equipment 50-Foot Noise Emission Limits (a), (b)**

Equipment Category	L_{max} Noise Limit at 50 ft, dBA, slow	Is Equipment an Impact Device? (c)	Acoustic Usage Factor (d)
All other equipment > 5 HP	85	No	50 %
Auger Drill Rig	84	No	20 %
Backhoe	78	No	40 %
Bar Bender	80	No	20 %
Blasting	94	Yes	1 %
Boring Jack Power Unit	80	No	50 %
Chain Saw	84	No	20 %
Clam Shovel	87	Yes	20 %
Compactor (ground)	80	No	20 %
Compressor (air)	78	No	40 %
Concrete Batch Plant	83	No	15 %
Concrete Mixer Truck	79	No	40 %
Concrete Pump Truck	81	No	20 %
Concrete Saw	90	No	20 %
Crane (mobile or stationary)	81	No	20 %
Dozer	82	No	40 %
Drill Rig Truck	79	No	20 %
Drum Mixer	80	No	50 %
Dump Truck	76	No	40 %
Excavator	81	No	40 %
Flat Bed Truck	74	No	40 %
Front End Loader	79	No	40 %
Generator (25 KVA or less)	73	No	50 %
Generator (more than 25 KVA)	81	No	50 %
Gradall	83	No	40 %
Grader	85	No	40 %
Grapple (on backhoe)	85	No	40 %
Horizontal Boring Hydraulic Jack	80	No	25 %
Hydra Break Ram	90	Yes	20 %
Impact Pile Driver (diesel or drop)	95	Yes	20 %
In-situ Soil Sampling Rig	84	No	20 %
Jackhammer	85	Yes	20 %
Man Lift	75	No	20 %
Mounted Impact Hammer (hoe ram)	90	Yes	20 %
Paver	77	No	50 %
Pavement Scarifier	85	No	20 %
Pickup Truck	75	No	40 %
Pneumatic Tools	85	No	50 %
Pumps	77	No	50 %
Refrigerator Unit	73	No	100 %
Rivet Buster / Chipping Gun	79	Yes	20 %
Rock Drill	81	No	20 %
Roller	80	No	20 %
Sand Blasting	90	No	20 %
Scraper	84	No	40 %
Shears (on backhoe)	90	No	40 %
Slurry Plant	78	No	100 %
Slurry Trenching Machine	80	No	50 %
Soil Mix Drill Rig	80	No	50 %
Tractor	84	No	40 %
Vacuum Excavator (Vac-truck)	85	No	40 %
Vacuum Street Sweeper	80	No	10 %
Ventilation Fan	79	No	100 %
Vibrating Hopper	85	No	50 %
Vibratory Concrete Mixer	80	No	20 %
Vibratory Pile Driver	95	No	20 %
Warning Horn	83	No	5 %
Welder / Torch	73	No	40 %

ITEM 119.5 (Continued)**NOTES:**

- a) Measured at 50 feet from the construction equipment, with a “slow” (1 sec.) time constant.
- b) Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.
- c) “Impact” equipment is assumed to produce separate discernable sound pressure maxima.
- d) “Acoustic Usage Factor” represents the percent of time that equipment is assumed to be running while working on site.

BASIS OF PAYMENT

Construction Noise Control will be paid for at the contract unit price per LUMP SUM. Twenty percent (20%) of this pay Item will be paid upon MassDOT’s acceptance of the Contractor’s initial noise control plan. The remaining eighty percent (80%) will be paid in equal monthly installments distributed across the time remaining in the accepted baseline schedule until substantial completion. The monthly payment, however, will not be made for any month in which the Contractor has not performed all activities to fully comply with the noise control plan as determined by the Engineer. The Contractor shall have all required equipment and materials to fulfill this Item available prior to its needed use. Lead time needed to obtain additional equipment and materials for revisions in schedule or as directed to improve effectiveness of noise control systems will not be an accepted excuse.

ITEM 127.**CONCRETE EXCAVATION****CUBIC YARD**

Work under this item shall conform to the relevant portions of Subsection 120 and the following:

DESCRIPTION

Concrete Excavation shall consist of the satisfactory removal and disposal of existing concrete substructure facing as shown on the Contract Plans and as directed by the Engineer. All materials removed under this Item shall be removed from the job site and properly disposed.

CONSTRUCTION METHODS

Concrete shall be sawcut as needed, and material shall be excavated to a minimum depth of 6", or as directed by the Engineer, for the installation of proposed refacing as shown on the Contract Plans and as directed by the Engineer.

The Contractor shall inspect the sections of the existing abutment outside of the wingwalls to identify the limits of concrete repair. Pneumatic hammers heavier than the nominal 25 pounds mass shall not be used unless approved by the Engineer. The edges of the patches shall be cut to neat lines by saw cutting or by methods approved by the Engineer.

The Contractor shall take all measures necessary to protect pedestrian, vehicular and rail traffic from construction operations. Refer to traffic management details in the contract plans. No debris, tools or incidental equipment of any kind will be permitted to fall into areas where vehicular, pedestrian, or rail traffic exists. Any material that accidentally falls into such areas shall be removed immediately.

METHOD OF MEASUREMENT

Item 127. Will be measured for payment by the Cubic Yard of actual concrete volume removed, properly disposed, and accepted by the Engineer.

BASIS OF PAYMENT

Item 127. will be paid for at the Contract unit price per Cubic Yard, which price shall include all labor, materials, tools, equipment, staging, access, removals, storage, the cost of all field measurements and survey required, sawcutting, and incidental costs required to complete the work.

ITEM 127.1**REINFORCED CONCRETE EXCAVATION****CUBIC YARD**

The work under this Item shall conform to the relevant provisions of Subsections 112 and 120 of the Standard Specifications and the following:

DESCRIPTION

The work shall include furnishing all material, labor, equipment, and tools necessary to perform the demolition, removal, and satisfactory disposal of the existing concrete abutment caps, backwalls, and approach slabs, wingwall caps, metal approach railing, metal median railing, as shown on the Contract Plans or as directed by the Engineer. Any saw cutting required for the removal of the concrete abutment caps in stages shall be considered incidental to this item.

CONSTRUCTION METHODS

During the prosecution of this work, the Engineer may reject the use of any method or equipment that causes undue vibration or possible damage to the remaining structure or any part thereof. The noise and dust created by demolition operations must be reduced to the maximum extent possible. Blasting will not be allowed without written permission from MassDOT.

The Contractor shall not leave any existing reinforcing steel in areas where the concrete is being removed. Any existing reinforcing steel sawcut and exposed as a result of the Contractor's operations shall be cut flush to the substrate, to the satisfaction of the Engineer, at the Contractor's expense.

All materials removed in this demolition operation shall become the property of the Contractor and shall be properly disposed of away from the jobsite in accordance with the Standard Specifications.

The Contractor shall take care not to damage any portion of the existing structure to remain. Any damage caused by the Contractor's operations shall be repaired as directed by the Engineer at the Contractor's expense.

The Contractor will not be paid for the removal of any concrete beyond the limits described under this Item and approved by the Engineer.

METHOD OF MEASUREMENT

Item 127.1 will be measured for payment by the Cubic Yard of actual reinforced concrete volume removed, properly disposed, and accepted by the Engineer.

BASIS OF PAYMENT

Item 127.1 will be paid for at the Contract unit price per Cubic Yard, which price shall include all labor, materials, tools, equipment, staging, access, removals, storage, the cost of all field measurements and survey required, sawcutting, and incidental costs required to complete the work.

**ITEM 127.41 REINFORCED CONCRETE DECK EXCAVATION CUBIC YARD
(PARTIAL DEPTH)**

Work under this item shall conform to the relevant portions of Subsection 120 and 482 of the Standard Specifications and the following:

DESCRIPTION

The work under this Item shall consist of partial depth removal and satisfactory disposal of all disintegrated or otherwise unsatisfactory reinforced concrete from the bridge deck as directed by the Engineer prior to bridge demolition. Items 127.41, 905.3, and 994.1 are for emergency deck repair as required by the engineer.

CONSTRUCTION METHODS

Prior to excavation, the Contractor shall cover all drainage structures that may be affected by the work. The structures shall remain covered until the new concrete has set and the area has been cleaned.

The Contractor shall take all precautions necessary not to damage that portion of the deck, including reinforcing steel, which is to remain. This includes determining the concrete cover to the steel bars at the edge of each patch prior to excavating concrete.

The edges of all areas where concrete is removed shall be cut to neat lines by saw cutting or by methods approved by the Engineer, to a depth of 1 inch, and all costs in connection with such work shall be incidental to the pertinent item. Patch areas shall be made rectangular in shape [as much as possible], with horizontal and vertical edges and square corners.

In case the reinforcing bars are exposed, the minimum depth of all cement concrete areas to be excavated shall be one (1) inch below the bottom of the top layer of longitudinal reinforcing steel throughout the entire excavated area. No concrete shall be placed until approval of the Engineer is given.

The cost for the removal of hot mix asphalt and any membrane waterproofing above the area of reinforced concrete excavation shall be incidental to this item.

Surface preparation and concrete removal equipment shall be of the following types:

Pneumatic and Power-Driven Chipping Hammers: In no event shall any pneumatic or power hammer weighing in excess of twenty-five (25) pounds be used for the removal of concrete. The Contractor will be restricted to fifteen (15) pound chipping hammers when work involves repairs to slabs of prestressed concrete adjacent deck or box beams, or when removing concrete from below any reinforcing bar.

ITEM 127.41 (Continued)

Abrasive Blasting Equipment: Abrasive blasting equipment shall be capable of removing rust and old concrete from exposed reinforcing steel when deemed necessary by the Engineer.

During the prosecution of this work, the Engineer may reject the use of any method or equipment which causes undue vibration or possible damage to the structure or any part thereof.

Bobcats/Skid Steers will be allowed only to collect debris from the deck surface and will not be allowed to remove concrete from the patch area. All concrete debris shall be removed by hand or by using hand tools. The smaller pieces may be blown out using an oil free compressed air after first being wetted with water to control airborne particulates.

Also, included under this item are all costs in connection with the cleaning, cutting, and bending of the existing reinforcing steel designated to be retained in the proposed construction. Any existing reinforcing steel damaged or otherwise made unsatisfactory for continued use as a result of the Contractor's operations shall be replaced at the Contractor's expense. All reinforcing steel with active rusting encountered in the excavation shall be thoroughly cleaned by abrasive blasting and coated with a zinc-rich primer conforming to MassDOT Spec. No. M7.04.11 or as directed by the Engineer. Any reinforcing steel that is unsuitable for further use through no fault of the Contractor shall be replaced under Item 910.1. All reinforcing steel that is loose shall be tied tightly together using wire ties. Ties are required at every other intersection of transverse and longitudinal reinforcing.

Temporary Protective Shielding must be used on bridges over the roadway, full depth excavation and when, in the opinion of the Engineer, there is the possibility of dislodging concrete from the bottom of the deck.

Immediately before placement of new concrete, the exposed area to be patched shall be free of foreign materials. These materials shall be removed by abrasive blasting and by use of oil free compressed air. No grease, dust, rust, or laitance will be allowed to remain on reinforcing steel and exposed concrete surfaces.

The Contractor shall take all measures necessary to protect pedestrian, vehicular traffic, below from the construction operations. No debris, tools or incidental equipment of any kind will be permitted to fall into areas where vehicular or pedestrian traffic exists. Any material that accidentally falls into such areas shall be removed immediately.

All excavated materials shall become the property of the Contractor and shall be removed from the job site.

METHOD OF MEASUREMENT

Item 127.41 will be measured for payment by the Cubic Yard of actual concrete volume removed, properly disposed, and accepted by the Engineer.

ITEM 127.41 (Continued)

BASIS OF PAYMENT

Item 127.41 will be paid for at the Contract unit price per Cubic Yard, which price shall include all labor, materials, tools, equipment, staging, access, removals, storage, the cost of all field measurements and survey required, and incidental costs required to complete the work.

Payment for temporary protective shielding shall be made under Item 994.1.

The Contract unit price will also include removal of any bituminous concrete and waterproof membrane, sawcutting, and any necessary to complete the work as required by the Engineer.

ITEM 153.1**CONTROLLED DENSITY FILL –
NON-EXCAVATABLE****CUBIC YARD**

Work under this Item shall conform to the relevant provisions of Subsection 150 of the Standard Specifications and the following:

DESCRIPTION

Controlled density fill (CDF) shall be used under the control of the Engineer as shown on the plans and/or as directed by the Engineer.

MATERIALS

Controlled density fill material shall conform to Section M4.08.0. The slump test shall be the “pancake” diameter type. Controlled Density Fill and shall be Type 1 – Very Flowable (non-excavatable) and consist of:

1. Portland Cement - ASTM C150
2. Fly Ash - Type F
3. Water - shall be potable
4. Air-Entraining Admixture
5. No admixtures that tend to increase strength with time may be used without approval by Engineer.
6. Aggregate - ASTM C33 for the excavatable mixes, the well-graded concrete sand will make up the remaining volume of the mix to achieve the full cubic yard.

SUBMITTALS AND TESTING

The acceptance of the mix and the supplier will be based on the range and length of experience of the supplier and the mix backup data. The primary properties are the setting times, flowability and yield. The supplier shall submit to the Contractor and then to the Engineer, documentation of his experience in his mixes and in their personnel's ability to deliver them.

Prior to the commencement of work, the Contractor shall submit to Engineer the following for approval:

1. A cold-weather procedure for reaching design strength in allowable time.
2. An anti-floating procedure including buoyancy calculations to prevent uplift in the casing pipes.

The Contractor shall perform test batches prior to construction to demonstrate set up time in cold weather prior to installation.

ITEM 153.1 (Continued)

METHOD OF MEASUREMENT

Item 153.1 will be measured for payment by the Cubic Yard of actual material placed within the specified limits, as required and accepted by the Engineer.

BASIS OF PAYMENT

Item 153.1 will be paid for at the Contract unit price per Cubic Yard, which price shall include all labor, materials, tools, equipment, staging, access, removals, storage, the cost of all field measurements and survey required, and incidental costs required to complete the work.

ITEM 180.01 ENVIRONMENTAL HEALTH AND SAFETY PROGRAM LUMP SUM

The work shall consist of ensuring the health and safety of the Contractor's employees and subcontracting personnel, the Engineer, their representatives, the environment, and public welfare from any on-site chemical contamination present in air, soil, water and sediment.

The Contractor shall prepare and implement a site-specific Environmental Health and Safety Plan (EHASP) which has been approved and stamped by a Certified Industrial Hygienist (CIH) and includes the preparer's name and work experience. The EHASP shall include appropriate components required by OSHA Standard 29 CFR 1910.120(b) and the Massachusetts Contingency plan (MCP) 310 CMR 40.0018 and must comply with all applicable state and federal laws, regulations, standards and guidelines, and provide a degree of protection and training appropriate for implementation on the project. The EHASP shall be a dynamic document with provision for change to reflect new information, new practices or procedures, changing site environmental conditions or other situations which may affect site workers and the public. The EHASP shall be developed and implemented independently from the standard construction HASP required to work on all MassDOT construction projects.

Health and safety procedures provided by the Contractor shall comply with all the appropriate regulations that address employee working conditions, including but not limited to standards established by OSHA and National Institute for Occupational Safety and Health (NIOSH). Equipment used for the purpose of health and safety shall be approved by and meet pertinent standards and specifications of the appropriate regulatory agencies.

A copy of the most up-to-date version of the EHASP shall be maintained on-site at all times by the Contractor. The on-site copy shall contain the signature of the Engineer and each on-site employee of the MassDOT, Contractor, and Subcontractors involved with on-site activities. The employee's signature on the EHASP shall be deemed prima facie evidence that the employee has read and understands the plan. Updated copies of signature sheets shall be submitted to the Engineer.

The EHASP shall specify a Contractor Site Safety and Health Officer responsible for implementation of the EHASP and to oversee all construction activities, including handling, storage, sampling and transport, which require contact with or exposure to potentially hazardous materials.

The level of protection, required to ensure the health and safety of on-site personnel will be stipulated in the EHASP. The Site Safety and Health Officer shall implement the EHASP based on changing site and weather conditions, type of operation or activity, chemical compounds identified on-site, concentration of the chemicals, air monitoring data, physical state of the hazardous materials, potential duration of exposure to hazardous materials, dexterity required to perform work, decontamination procedures, necessary personnel and type of equipment to be utilized.

ITEM 180.01 (Continued)

During implementation of the EHASP, a daily log shall be kept by the Site Safety and Health Officer and a copy shall be provided weekly to the Engineer. This log shall be used to record a description of the weather conditions, levels of personal protection being employed, screening data and any other information relevant to on-site environmental safety conditions. The Site Safety and Health Officer shall sign and date the daily log.

Method of Measurement and Basis of Payment

Preparation and implementation of the Environmental Health and Safety Program, including the monitoring, protection and storage of all contaminated materials, as well as subsequent modifications to the EHASP, will be measured and paid for at the Lump Sum Bid Price.

Payment of 50% of the Environmental Health and Safety Program contract price will be made upon the initial acceptance of the EHASP by the Engineer. Payment of the remaining 50% of the Environmental Health and Safety Program contract price will be made upon completion of the work. The bid price shall include preparation and implementation of the EHASP as well as the cost for its enforcement by the Site Safety and Health Officer along with any necessary revisions and updates. The work of implementing the Environmental Health and Safety Program includes work involving, but not limited to, the monitoring, protection, and storage of all contaminated materials.

ITEM 180.02**PERSONAL PROTECTION LEVEL C UPGRADE****HOUR**

The work shall consist of providing appropriate personal protective equipment (PPE) for all personnel in an area either containing or suspected of containing a hazardous environment.

Contingencies for upgrading the level of protection for on-site workers will be identified in the EHASP and the Contractor shall have the capability to implement the personal protection upgrade in a timely manner. The protective equipment and its use shall be in compliance with the EHASP and all appropriate regulations and/or standards for employee working conditions.

Personal Protection Level C Upgrade will be measured and paid only upon upgrade to Level C and will be at the contract unit price, per hour, per worker, required in Level C personal protection. No payment will be made to the Contractor to provide Level D PPE.

ITEM 180.03**LICENSED SITE PROFESSIONAL SERVICES****HOUR**

Within limited areas of the project site, soils, sediments and/or groundwater may be contaminated. A Licensed Site Professional (LSP) shall be required to provide the services necessary to comply with the requirements of the MCP. These services may include sampling, analysis and characterization of potentially contaminated media, preparation of Immediate Response Action (IRA) Plans, Utility-Related Abatement Measure (URAM) and Release Abatement Measure (RAM) Plans, Imminent Hazard Evaluations, status reports, transmittal forms, release notification forms, risk assessments, completion statements, and related documents required pursuant to the Massachusetts Contingency Plan (MCP). LSP hours related to the characterization and disposal of contaminated soil and/or sediment are incidental to the disposal items. An estimate of LSP services to be provided shall be submitted to the Engineer for approval before any LSP activity begins.

The name and qualifications of the LSP and all environmental technicians to be assigned to the project shall be submitted to the Engineer for approval at least four weeks prior to initial site activities. The LSP shall have a current, valid license issued by the Massachusetts Board of Registration of Hazardous Waste Site Cleanup Professionals. The LSP shall have significant experience in the oversight of MCP activities at active construction sites. Qualification packages for the LSP and each technician shall include a resume, all recent work assignments with responsibilities identified (previous 5 years), and applicable training and certifications. A list of all Notices of Noncompliance, Notice of Audit Findings and Enforcement Orders issued by the DEP shall be submitted for all work assignments listed for the LSP and environmental technicians.

The LSP shall evaluate soil and/or sediment with discoloration, odor, and presence of petroleum liquid or sheening on the groundwater surface, or any abnormal gas or materials in the ground which are known or suspected to be oil or hazardous materials. Excavated soil and sediment which is suspected of petroleum contamination shall be field screened using the jar headspace procedures according to established DEP Guidance. All field screening equipment must be pre-approved by the Engineer. The LSP shall ensure proper on site calibration of all field screening instrumentation.

The Engineer shall be contacted immediately when observations or any field screening results verify contamination requiring further analysis, and/or enhanced management of suspect soil and/or sediment. Any enhanced management of contaminated soil to ensure proper stockpiling and storage is incidental to the LSP Services item. The LSP shall adequately characterize subsurface conditions prior to backfill in areas where contaminated material has been excavated. The Engineer shall approve the locations of the testing sites prior to the sampling.

ITEM 180.03 (Continued)

Contaminated soil, sediment and/or groundwater shall be handled in accordance with all applicable state and federal statutes, regulations and policies. The LSP shall adequately characterize contaminated media for comparison to the requirements of the MCP. The Contractor and the LSP shall be aware of the reporting requirements for releases of oil and/or other hazardous material (OHM) as set forth in federal and state laws and regulations, and shall both be held responsible for performing the work in accordance with all applicable Federal and State laws and regulations. The LSP shall maintain written records in a clear and concise format which tracks the excavation, stockpiling, analysis and reuse/disposal of all suspect contaminated soils, sediments and groundwater. These records shall be up-to-date and available to the Engineer on a bi-weekly basis. The LSP shall review and summarize the laboratory data from any analyses performed on contaminated media. A report shall be delivered to the Engineer outlining the material sampling methods, laboratory analysis results and proposed course of action. The laboratory report together with Chain of Custody forms for all analytical results shall be submitted to the Engineer within 14 days after completion of such analyses.

The LSP and Contractor shall be held responsible for the submission of all MCP-related documents to the Engineer at least 14 days in advance of any timeframe specified in the MCP and for the timely submission of data and tracking information as noted within this Item. All documents prepared under this Item must be reviewed and signed by the approved LSP. The Contractor and LSP shall be responsible for all fines, penalties and enforcement requirements imposed by applicable regulatory agencies for failure to meet regulatory and contract timeframes. No compensation will be provided for such fines, penalties and enforcement actions.

The Contractor and the LSP shall be aware of the reporting requirements for releases of oil and/or other hazardous material (OHM) as set forth in federal and state laws and regulations, and shall both be held responsible for performing the work in accordance with all applicable Federal and State laws and regulations.

If the Contractor causes a release of OHM, the Contractor shall be responsible for assessing and remediating the release in accordance with all pertinent State and Federal regulations, including securing the services of a LSP, at his own expense.

The LSP shall coordinate all activities involving both MassDOT and the DEP through the Engineer. Any notification of release shall be approved by the Department before submittal to the DEP, except if an imminent hazard condition exists as defined in 309 CMR 4.03(4)(b).

ITEM 180.03 (Continued)**Laboratory Testing in Support of LSP Services**

Laboratory testing provides for analytical testing in support of LSP services related to maintaining MCP compliance, such as delineating the extent and type of contamination present. Sampling and testing for disposal purposes are not included.

In order to maintain compliance with the MCP or other regulatory requirements, the LSP shall request approval from the Engineer to obtain samples from various locations and depths within the project area and to perform laboratory analyses on those samples. The samples shall be delivered to a DEP-certified laboratory using proper chain-of-custody documentation for analyses which, depending upon site conditions and suspected and/or identified contaminants of concern, may include, but are not limited to, metals, polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), pesticides, polycyclic aromatic hydrocarbons (PAHs), extractable petroleum hydrocarbons (EPHs) and volatile petroleum hydrocarbons (VPHs). Subsequent testing, depending upon initial results, may be required for Toxicity Characteristic Leaching Procedure (TCLP) analyses (EPA Method 1311) for metals.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

LSP Services for work under this item will be measured per person, per hour of service provided by LSP, Environmental Technicians and other approved personnel. Travel time shall not be included in the billable hours. LSP hours related to soil/sediment disposal (disposal characterization, landfill acceptance, disposal package preparation, etc.) shall be incidental to disposal items.

The quantity and type of laboratory tests must be approved by the Engineer beforehand. The contractor will be reimbursed upon satisfactory written evidence of payment. The contractor may be required to obtain cost estimates from three DEP certified laboratories for the Engineer to choose the service provider. Laboratory testing related to soil/sediment disposal (disposal characterization, landfill acceptance, disposal package preparation, etc.) shall be incidental to disposal items.

LSP Services will be paid at the Contractor bid price for each hour, or fraction thereof, spent to perform the work as described above. The bid price shall be a blended rate that includes the cost of the LSP, environmental technicians and other personnel, the performance of all work tasks and field screening, including required equipment, materials and instrumentation, and production of all documentation described above. All requests for payment must be accompanied by the following information: the names of the personnel associated with the work charged under LSP Services, dates and hours worked, work conducted, including, where appropriate, locations as identified on the construction plans, and a copy of the field diary for the dates submitted.

Laboratory Testing will be reimbursed upon receipt of paid invoices for testing approved by the Engineer.

<u>ITEM 181.11</u>	<u>DISPOSAL OF UNREGULATED SOIL</u>	<u>TON</u>
<u>ITEM 181.12</u>	<u>DISPOSAL OF REGULATED SOIL – IN-STATE FACILITY</u>	<u>TON</u>
<u>ITEM 181.13</u>	<u>DISPOSAL OF REGULATED SOIL – OUT OF-STATE FACILITY</u>	<u>TON</u>
<u>ITEM 181.14</u>	<u>DISPOSAL OF HAZARDOUS WASTE</u>	<u>TON</u>

The work under these Items shall include the transportation and disposal of contaminated material excavated, or excavated and stockpiled. It shall also include the cost of any additional laboratory analyses required by a particular disposal facility beyond the standard disposal test set.

Excavation of existing subsurface materials may include the excavation of contaminated soils. The Contractor shall be responsible for the proper coordination of characterization, transport and disposal, recycling or reuse of contaminated soils. Disposal, recycling or reuse will be referred to as “disposal” for the purposes of this specification. However, regardless of the use of the term herein, there will be no compensation under these items for reuse within the project limits. The Contractor will be responsible for coordinating the activities necessary for characterization, transport and disposal of contaminated soils. Such coordination will include the Engineer and his/her designee overseeing management of contaminated materials. Contaminated soils must be disposed of in a manner appropriate for the soil classification as described below and in accordance with the applicable laws of local, state and federal authorities. The Contractor shall be responsible for identifying disposal facility (ies) licensed to accept the class of contaminated soils to be managed and assure that the facility can accept the anticipated volume of soil contemplated by the project. The Contractor shall be responsible for hiring a Licensed Site Professional (LSP) and all ancillary professional services including laboratories as needed for this work. The Contractor will be responsible for obtaining all permits, approvals, manifests, waste profiles, Bills of Lading, etc. subject to the approval of the Engineer prior to the removal of the contaminated soil from the site. The Contractor and LSP shall prepare and submit to the Engineer for approval all documents required under the Massachusetts Contingency Plan (MCP) and related laws and environmental regulations to conduct characterization, transport, and disposal of contaminated materials.

CLASSES OF CONTAMINATED SOILS

The Contractor and its LSP shall determine if soil excavated or soil to be excavated is unregulated soil or contaminated soil as defined in this section. Such materials shall be given a designation for purposes of reuse or disposal based on the criteria of the MCP. Soils and sediments which are not suitable for reuse will be given a designation for purposes of off-site disposal based on the characterization data and disposal facility license requirements. The Classes of Contaminated Soils are defined as follows:

ITEMS 181.11 through 181.14 (Continued)

UNREGULATED SOIL consists of soil, fill and dredged material with measured levels of oil and hazardous material (OHM) contamination at concentrations below the applicable Reportable Concentrations (RCs) presented in the MCP. Unregulated soil consists of material which may be reused (or otherwise disposed) as fill within the Commonwealth of Massachusetts subject to the non-degradation criteria of the MCP (310 CMR 40.0032(3), in a restricted manner, such that they are sent to a location with equal or higher concentrations of similar contaminants. Disposal areas include licensed disposal facilities, approved industrial settings in areas which will be capped or covered with pavement or loamed and seeded, and for purposes of this project should be reused as fill within the project site construction corridor whenever possible. The material cannot be placed in residential and/or environmentally sensitive (e.g. wetlands) areas. Under no circumstances shall contaminated soils be placed in an uncontaminated or less contaminated area (including the area above the groundwater table if this area shows no sign of contamination).

The Contractor shall submit to MassDOT the proposed disposal location for unregulated soils for approval. If such a disposal location is not a licensed disposal facility, the Contractor shall submit to the Engineer analytical data to characterize the disposal area sufficiently to verify that the unregulated material generated within the MassDOT construction project limits is equal to or less than the contaminant levels at the disposal site and meets the non-degradation requirements of the MCP. In addition, the Contractor shall provide written confirmation from the owner of the proposed disposal location that they have been provided with the analytical data for both the materials to be disposed as well as the disposal site characterization and that s/he agrees to accept this material. A Material Shipping Record or Bill of Lading, as appropriate, shall be used to track the off-site disposal of unregulated soil and a copy, signed by the disposal facility or property owner, shall be provided to the Engineer in order to document legal disposal of the unregulated material.

The cost of on-site disposal of unregulated soil within the project area will be considered incidental to the item of work to which it pertains.

ITEMS 181.11 through 181.14 (Continued)

REGULATED SOIL consists of materials containing measurable levels of OHM that are equal to or exceed the applicable Reportable Concentrations for the site as defined by the MCP, 310 CMR 40.0000. Regulated soil which meets the MCP reuse criteria of the applicable soil/groundwater category for this project area may be reused on site provided that it meets the appropriate geotechnical criteria established by the Engineer. Regulated Soil may be reused (as daily or intermediate cover or pre-cap contouring material) or disposed (as buried waste) at lined landfills within the Commonwealth of Massachusetts or at an unlined landfill that is approved by the Massachusetts Department of Environmental Protection (DEP) for accepting such material, in accordance with DEP Policy #COMM-97-001, or at a similar out-of-state facility. It should be noted that soils which exceed the levels and criteria for disposal at in-state landfills, as outlined in COMM-97-001, may be shipped to an in-state landfill, but require approval from the DEP Division of Solid Waste Management and receiving facility. An additional management alternative for this material is recycling into asphalt. Regulated Soils may also be recycled at a DEP approved recycling facility possessing a Class A recycling permit subject to acceptance by the facility and compliance with DEP Policy #BWSC-94-400. Regulated Soil removed from the site for disposal or treatment must be removed via an LSP approved Bill of Lading, Manifest or applicable material tracking form. This type of facility shall be approved/permitted by the State in which it operates to accept the class of contaminated soil in accordance with all applicable local, state and federal regulations.

HAZARDOUS WASTE consists of materials which must be disposed of at a facility permitted and operated in full compliance with Federal Regulation 40 CFR 260-265, Massachusetts Regulation 310 CMR 30.000, Toxic Substances Control Act (TSCA) regulations, or the equivalent regulations of other states, and all other applicable local, state, and federal regulations. All excavated materials classified as hazardous waste shall be disposed of at an out-of-state permitted facility. This facility shall be a RCRA hazardous waste or TSCA facility, or RCRA hazardous waste incinerator. This type of facility shall be approved/permitted by the State in which it operates to accept hazardous waste in accordance with all applicable local, state and federal regulations and shall be permitted to accept all contamination which may be present in the soil excavate. The Contractor shall ensure that, when needed, the facility can accept TSCA waste materials i.e. polychlorinated biphenyls (PCBs). Hazardous waste must be removed from the site for disposal or treatment via an LSP approved Manifest.

MONITORING/SAMPLING/TESTING REQUIREMENTS

The Contractor shall be responsible for monitoring, sampling and testing during and following excavation of contaminated soils to determine the specific class of contaminated material. Monitoring, sampling and testing frequency and techniques should be performed in accordance with Item 180.03 – LSP Services. Additional sampling and analysis may be necessary to meet the requirements of the disposal facility license. The cost of such additional sampling and analysis shall be included in the bid cost for the applicable disposal items. The Contractor shall obtain sufficient information to demonstrate that the contaminated soil meets the disposal criteria set by the receiving facility that will accept the material.

ITEMS 181.11 through 181.14 (Continued)

No excavated material will be permanently placed on-site or removed for off-site disposal until the results of chemical analyses have been received and the materials have been properly classified. The Contractor shall submit to the Engineer results of field and laboratory chemical analyses tests within seven days after their completion, accompanied by the classification of the material determined by the Contractor, and the intended disposition of the material. The Contractor shall submit to the Engineer for review all plans and documents relevant to LSP services, including but not limited to, all documents that must be submitted to the DEP.

WASTE TRACKING:

Copies of the fully executed Weight Slips/Bills of Lading/ Manifests/Material Shipping Records or other material tracking form received by the Contractor from each disposal facility and for each load disposed of at that facility, shall be submitted to Engineer and the Contractor's LSP within three days of receipt by the Contractor. The Contractor is responsible for preparing and submitting such documents for review and signature by the LSP or other appropriate person with signatory authority, three days in advance of transporting soil off-site. The Contractor shall furnish a form attached to each manifest or other material tracking form for all material removed off-site, certifying that the material was delivered to the site approved for the class of material. If the proposed disposition of the material is for reuse within the project construction corridor, the Contractor shall cooperate with MassDOT to obtain a suitable representative sample(s) of the material to establish its structural characteristics in order to meet the applicable structural requirements as fill for the project.

All material transported off-site shall be loaded by the Contractor into properly licensed and permitted vehicles and transported directly to the selected disposal or recycling facility and be accompanied by the applicable shipping paper. At a minimum, truck bodies must be structurally sound with sealed tail gates, and trucks shall be lined and loads covered with a liner, which shall be placed to form a continuous waterproof tarpaulin to protect the load from wind and rain.

DECONTAMINATION OF EQUIPMENT

Tools and equipment which are to be taken from and reused off site shall be decontaminated in accordance with applicable local, state and federal regulations. This requirement shall include, but not be limited to, all tools, heavy machinery and excavating and hauling equipment used during excavation, stockpiling and handling of contaminated material. Decontamination of equipment is considered incidental to the applicable excavation item.

ITEMS 181.11 through 181.14 (Continued)**REGULATORY REQUIREMENTS**

The Contractor shall be responsible for adhering to regulations, specifications and recognized standard practices related to contaminated material handling during excavation and disposal activities. MassDOT shall not be responsible at any time for the Contractor's violation of pertinent State or Federal regulations or endangerment of laborers and others. The Contractor shall comply with all rules, regulations, laws, permits and ordinances of all authorities having jurisdiction including, but not limited to, Massachusetts DEP, the U.S. Environmental Protection Agency (EPA), Federal Department of Transportation (DOT), Massachusetts Water Resources Authority (MWRA), the Commonwealth of Massachusetts and other applicable local, state and federal agencies governing the disposal of contaminated soils.

All labor, materials, equipment and services necessary to make the work comply with such regulations shall be provided by the Contractor without additional cost to MassDOT. Whenever there is a conflict or overlap within the regulations, the most stringent provisions shall apply. The Contractor shall reimburse MassDOT for all costs it incurs, including penalties and/or for fines, as a result of the Contractor's failure to adhere to the regulations, specifications, recognized standard practices, etc., that relate to contaminated material handling, transportation and disposal.

SUBMITTALS**I. Summary of Sampling Results, Classification of Material and Proposed Disposal Option.**

The following information, presented in tabular format, must be submitted to the Engineer for review and approval prior to any reuse on-site or disposal off-site. This requirement is on-going throughout the project duration. At least two weeks prior to the start of any excavation activity, the Contractor shall submit a tracking template to be used to present the information as stipulated below. Excavation will not begin until the format is acceptable to MassDOT.

Characterization Reports will be submitted for all soil, sediment, debris and groundwater characterized through the sampling and analysis program. Each report will include a site plan which identifies the sampling locations represented in the Report. The Construction Plan sheets may be used as a baseplan to record this information.

The Sampling Results will be presented in tabular format. Each sample will be identified by appropriate identification matching the sample identification shown on the Chain of Custody Record. The sample must also be identified by location (e.g. grid number or stockpile number). For each sample, the following information must be listed: the classification (unregulated, regulated, etc.), proposed disposal option for the stockpile or unit of material represented, and, all analytical results.

ITEMS 181.11 through 181.14 (Continued)

Each Characterization Report will include the laboratory analytical report and Chain of Custody Record for the samples included in the Report.

II. Stockpiling, Transport, and Disposal.

At least two weeks prior to the start of any excavation activity, the Contractor shall submit, in writing, the following for review and shall not begin excavation activity until the entire submittal is acceptable to MassDOT.

Excavation and Stockpiling Protocol:

Provide a written description of the management protocols for performing excavation and stockpiling and/or direct loading for transport, referencing the locations and methods of excavating and stockpiling excavated material.

Disposal and Recycling Facilities:

1. Provide the name, address, applicable licenses and approved waste profile for disposal and/or recycling location(s) where contaminated soil will be disposed. Present information substantiating the suitability of proposed sites to receive classifications of materials intended to be disposed there, including the ability of the facility to accept anticipated volumes of material.
2. Provide a summary of the history of compliance actions for each disposal/recycling facility proposed to be used by the Contractor. The compliance history shall include a comprehensive list of any state or federal citations, notices of non-compliance, consent decrees or violations relative to the management of waste (including remediation waste) at the facility. Material should not be sent to facilities which are actively considered by the DEP, USEPA or other responsible agency to be in violation of federal, state or local hazardous waste or hazardous material regulations. MassDOT reserves the right to reject any facility on the basis of poor compliance history.

Transportation:

The name, address, applicable license and insurance certificates of the licensed hauler(s) and equipment and handling methods to be used in excavation, segregation, transport, disposal or recycling.

III. Material Tracking and Analytical Documentation for Reuse/Disposal.

The following documents are required for all excavation, reuse and disposal operations and shall be in the format described. At least two weeks prior to the start of any excavation or demolition activity, the Contractor shall submit the tracking templates required to present the information as stipulated below. Excavation or demolition will not begin until the format is acceptable to MassDOT.

ITEMS 181.11 through 181.14 (Continued)

All soils, sediments and demolition debris must be tracked from the point of excavation to stockpiling to onsite treatment/processing operations to off-site disposal or onsite reuse as applicable.

Demolition Debris:

Demolition debris must be tracked if the debris is stockpiled at a location other than the point of origin or if treatment or material processing is conducted. Identification of locations will be based on the station-offset of the location. The tracking table will identify date and point of generation, any field screening such as PID or dust monitoring, visual observations/comments, quantity, and stockpile ID/processing operation location. For each unit of material tracked, the table will also track reuse of the material on-site, providing reuse date, location of reuse as defined by start and end station, width of reuse location by offset, the fill elevation range, quantity, and finish grade for said location. For demolition debris which is not reused on site, the table will also track disposal of the material as defined by disposal date, quantity and disposal facility. The table must provide a reference to any analytical data generated for the material.

Soil/Sediment:

Soil excavation will be identified based on the station-offset of the excavation location limits. The tracking table will identify date and point of generation, any field screening such as PID or dust monitoring, visual observations, quantity, and stockpile number/location. For each unit of material tracked, the table will also track reuse of the material on-site and disposal of the material off-site using the same categories identified for demolition debris above.

Method Of Measurement And Basis Of Payment

Disposal of contaminated soil shall be measured for payment by the Ton of actual and verified weight of contaminated materials removed and disposed of. The quantities will be determined only by weight slips issued by and signed by the disposal facility. The most cost-effective, legal disposal method shall be used. The work of the LSP for disposal under all of these items shall be incidental to the work with no additional compensation.

ITEM 181.11 Measurement for Disposal of Unregulated Soil shall be under the Contract Unit Price by the weight, in tons, of contaminated materials removed from the site and transported to and disposed of at an approved location or licensed facility, and includes any and all costs for approvals, permits, fees and taxes, additional testing/characterization required by the facility beyond the standard disposal test set, decontamination procedures, transportation and disposal.

ITEM 181.12 Measurement for Disposal of Regulated Soil – In-State Facility shall be under the Contract Unit Price by the weight in tons of contaminated materials removed from the site and transported to and disposed of at an approved in-state facility, and includes any and all costs for approvals, permits, fees and taxes, testing/characterization required by the facility beyond the standard disposal test set, decontamination procedures, transportation and disposal.

ITEMS 181.11 through 181.14 (Continued)

ITEM 181.13 Measurement for Disposal of Regulated Soil - Out-of-State Facility shall be under the Contract Unit Price by the weight in tons of contaminated materials removed from the site and transported to and disposed of at an approved out-of-state facility, and includes any and all costs for approvals, permits, fees and taxes, testing/characterization required by the facility beyond the standard disposal test set, decontamination procedures, transportation and disposal.

ITEM 181.14 Measurement for Disposal of Hazardous Waste shall be under the Contract Unit Price by the weight in tons of hazardous waste removed from the site and transported to and disposed of at the licensed hazardous waste facility, and includes any and all costs for approvals, permits, fees and taxes, testing/characterization required by the facility beyond the standard disposal test set, decontamination procedures, transportation and disposal.

ITEM 182.1**INSPECTION AND TESTING FOR ASBESTOS****LUMP SUM**

The work shall include the inspecting and testing of all materials suspected of containing asbestos. When any demolition is required to enable the inspection and testing of the suspected material it will be considered incidental to this Item and the Contractor must perform all asbestos handling and testing in accordance with the regulations stated below.

Dust suppression in the form of light water sprays, foams, dust suppressants and calcium chloride will be implemented as required to control dusting during any disturbance of asbestos suspected material. Alternatively, intrusive activities may be reduced or curtailed under high wind or heavy rain conditions, which in the opinion of the Health and Safety Plan (HASP) may pose a safety hazard to the workers.

The Contractor shall employ the services of a Massachusetts licensed "Asbestos Inspector" to inspect the material to determine whether or not "ITEM 182.2 REMOVAL OF ASBESTOS" is required. Should the asbestos inspector determine laboratory testing is required, a state certified laboratory shall be used to perform all necessary tests.

REGULATIONS

U.S. Department of Labor, Occupational Safety and Health Administration, (OSHA) including but not limited to:

- 29 CFR 1910 Section 1001 and 29 CFR 1926 Section 58 Occupational exposure to Asbestos, Tremolite, Anthophyllite and Actinolite, Final Rule
- 29 CFR 1910 Section 134 Respiration Protection
- 29 CFR 1926 Construction Industry
- 29 CFR 1910 Section 2 Access to Employee Exposure and Medical Records
- 29 CFR 1910 Section 1200 Hazard Communication
- 29 CFR 1910 Section 145 Specifications for Accident Prevention Signs and Tags

U.S. Environmental Protection Agency, (EPA) including but not limited to:

- 40 CFR 762, CPTS 62044, FRL 2843-9, Federal Register Vol. 50 no.134, July 12, 1985 p.28530 - 28540 Asbestos Abatement Projects Rule
- 40 CFR 61 Subpart A Regulation for Asbestos
- 40 CFR 61 Subpart M (Revised Subpart B) National Emission Standard for Asbestos

U.S. Department of Transportation 49 CFR 172 and 173

Massachusetts Department of Labor Standards Regulations, (DLS) including but not limited to:

- 454 CMR 28.00 Removal, Containment and Encapsulation of Asbestos

ITEM 182.1 (Continued)

Massachusetts Department of Environmental Protection (DEP) including but not limited to (supplementing subsection 7.01):

310 CMR 7.00, Section 7.09 Odor and Dust, Section 7.10 Noise, Section 7.15 Air Pollution Control Regulations

310 CMR 18.00 and 19.00 Solid Waste Regulations

Massachusetts Division of Industrial Safety 45 CMR 10.00

Local Requirements including but not limited to those of Health Departments, Fire Departments and Inspection Services Departments

Wherever there is a conflict or overlap of the above references, the most stringent provision shall apply.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT:

Measurement and payment will be at the contract unit price per Lump Sum for ITEM 182.1 INSPECTION AND TESTING FOR ASBESTOS as specified above including all materials, tools, equipment and labor to complete the inspecting and testing of the asbestos suspected material.

All costs in the connection with the protection of general public, private property, and all costs associated with the proper inspecting and testing of the material shall be included in the price and no additional compensation will be allowed.

ITEM 182.2**REMOVAL OF ASBESTOS****FOOT**

The work shall include the removal and satisfactory disposal of existing asbestos. The Contractor's attention is directed to the fact that existing asbestos shall be inspected and tested prior to removal, to determine if special removal and disposal is required. The Contractor shall follow all the rules and regulations stated in "ITEM 182.1 INSPECTION AND TESTING FOR ASBESTOS". If asbestos is present, the Contractor shall follow all the rules and regulations stated in the section "REMOVAL AND DISPOSAL OF ASBESTOS CONTAINING MATERIALS", under this item. The Contractor should notify and coordinate his/her efforts with the proper utility accordingly.

REMOVAL AND DISPOSAL OF ASBESTOS CONTAINING MATERIALS

This section specifies the requirements for the handling and removal of asbestos containing material. The Contractor must perform all asbestos handling and removal work in accordance with these specifications and the following additional requirements.

U.S. Department of Labor, Occupational Safety and Health Administration, (OSHA) including but not limited to:

29 CFR 1910 Section 1001 and 29 CFR 1926 Section 58
Occupational exposure to Asbestos, Tremolite,
Anthophyllite and Actinolite, Final Rule
29 CFR 1910 Section 134 Respiration Protection
29 CFR 1926 Construction Industry
29 CFR 1910 Section 2 Access to Employee Exposure
and Medical Records
29 CFR 1910 Section 1200 Hazard Communication
29 CFR 1910 Section 145 Specifications for Accident
Prevention Signs and Tags

U.S. Environmental Protection Agency, (EPA) including but not limited to:

40 CFR 762, CPTS 62044, FRL 2843-9, Federal Register Vol. 50 no.134,
July 12, 1985 p.28530 - 28540 Asbestos Abatement Projects Rule
40 CFR 61 Subpart A Regulation for Asbestos
40 CFR 61 Subpart M (Revised Subpart B) National Emission
Standard for Asbestos

U.S. Department of Transportation 49 CFR 172 and 173

ITEM 182.2 (Continued)

Massachusetts Department of Labor Standards, (DLS) including but not limited to:

454 CMR 28.00 Removal, Containment and
Encapsulation of Asbestos

Massachusetts Department of Environmental Protection (DEP) including but not limited to (supplementing subsection 7.01):

310 CMR 7.00, Section 7.09 Odor and Dust, Section 7.10
Noise, Section 7.15 Air Pollution Control Regulations
310 CMR 18.00 and 19.00 Solid Waste Regulations

Massachusetts Division of Industrial Safety 45 CMR 10.00

Local Requirements including but not limited to those of Health Departments, Fire Departments and Inspection Services Departments

Wherever there is a conflict or overlap of the above references, the most stringent provision shall apply.

All asbestos material shall be removed and properly disposed of by a contractor or subcontractor with a current Massachusetts Abatement Contractors License issued by the Department of Labor Standards. Work shall be supervised by a competent person as required by OSHA in 29 CFR 1926 to ensure regulatory compliance. This person must have completed a course at an EPA Training Center or equivalent course in asbestos abatement procedures, have had a minimum of four years on-the-job training and meet any additional requirements set forth in 29 CFR 1926 for a Competent Person. This person must also be certified by the Commonwealth as an Asbestos Supervisor and Asbestos Project Designer as required by 454 CMR 28.00.

Asbestos removal work shall be coordinated with all other work under the contract and shall be completed prior to performing any activities which could disturb the asbestos material or produce airborne asbestos fibers.

Dust suppression in the form of light water sprays, foams, dust suppressants and calcium chloride will be implemented as required to control dusting during trenching and excavation. Alternatively, intrusive activities may be reduced or curtailed under high wind or heavy rain conditions, which in the opinion of the Health and Safety Plan (HASP) may pose a safety hazard to the workers.

NOTIFICATION AND PERMITS

The Contractor shall prepare a formal pre-notification form at least ten (10) days prior to the start of asbestos removal work. This form must be submitted to the appropriate Regional Office of the Massachusetts Department of Environmental Protection and to the U.S. Environmental Protection

ITEM 182.2 (Continued)

Agency Region I Air and Hazardous Material Division. A copy of the submitted forms must be provided to the Engineer and kept at the work site.

Prior to starting any work, the Contractor shall also obtain any required asbestos removal permit(s) from the city/town. A copy of the permit(s) must be provided to the Engineer and posted at the work site.

The Contractor shall also obtain and pay all other applicable asbestos waste transportation and disposal permits, licenses and fees.

STANDARD OPERATING PROCEDURES

The standard operating procedure shall ensure the following:

1. Proper site security including posting of warning signs and restricting access to prevent unauthorized entry into the work spaces.
2. Proper protective clothing and respiratory protection prior to entering the work spaces.
3. Safe work practices including provisions for communications; exclusion of eating, drinking, smoking, or use of procedures or equipment that would in any way reduce the effectiveness of respiratory protection or other engineering controls.
4. Proper exit practices from the work space though the showering and decontamination facilities.
5. Removing asbestos containing material in ways that minimize release of fibers.
6. Packing, labeling, loading, transporting and disposing of contaminated material in a way that minimizes or prevents exposure and contamination.
7. Emergency evacuation of personnel, for medical or safety (fire and smoke) so that exposure will be minimized.
8. Safety from accidents in the work space, especially from electrical shocks, slippery surfaces and entanglements in loose hoses and equipment.
9. Provisions for effective supervision and OSHA - specified personnel air monitoring for exposure during work.

ITEM 182.2 (Continued)**REQUIRED SUBMITTALS**

The Contractor shall submit to the Engineer the following listed items at least ten (10) calendar days prior to the start of asbestos work. No asbestos removal work activities shall commence until these items are reviewed by the Engineer, unless otherwise waived. Submittals shall be clearly labeled and in sufficient detail to enable the Engineer to form an opinion as to its conformity to the specifications.

1. Name, experience and DLS certification of proposed Supervisors and Foreman responsible for asbestos work.
2. Summary of workforce by disciplines and a notarized statement documenting that all proposed workers, by name, have received all required medical exams and have been properly trained and certified for asbestos removal work, respirator use and appropriate Massachusetts DLS, EPA and OSHA standards.
3. Notarized statement that workers are physically fit and able to wear and use the type of respiratory protection proposed for the project. Notarized certification signed by an officer of the abatement contracting firm that exposure measurements, medical surveillance and worker training records are being kept in conformance with 29 CFR 1926.
4. Written plan of action and standard operating procedures (HASP) to include: location and layout of decontamination areas; sequencing of asbestos work; detailed schedule of work activities by date and interface with other project activities which affect work performance; methods used to assure safety and security; worker protection and exposure monitoring; contingency and emergency evacuation procedures; detailed description of methods to be employed to control pollution; waste handling procedures.
5. Written respiratory protection program specifying level of protection intended for each operation required by the project and details of daily inspection and maintenance elements.
6. Copies of the U.S. EPA, State and local asbestos removal pre-notification forms. If applicable, lists and copies of all permits, licenses, or manifests which will be applied for and used.
7. Name, location and applicable approval certificates for primary and secondary landfill for disposal of asbestos-containing or asbestos contaminated waste. Name, address and licenses number(s) of hauler permitted to transport waste. (Submit copies of completed manifests upon disposal).

ITEM 182.2 (Continued)

The Contractor must provide copies of daily inspection and record logs upon request of the Engineer, at any time during project. This information will include but is not limited to work area entry data, respirator inspections and maintenance, HEPA-exhaust inspections and maintenance and other work applicable activities or reports of accidents or unusual events.

Method Of Measurement:

ITEM 182.2 will be measured by the FOOT for the complete removal and disposal of the asbestos containing material.

Basis Of Payment:

Payment will be at the contract unit price per FOOT for ITEM 182.2 REMOVAL OF ASBESTOS, as specified above including all materials, tools, equipment and labor necessary to complete the work specified above.

All costs in connection with the protection of the general public, private property and all costs associated with the proper disposal of the material removed shall be included in the price and no additional compensation will be allowed.

ITEM 221.1**FRAME AND COVER – SECURED****EACH**

The work under this Item shall conform to the relevant provisions of Subsections 201, 220 and the following:

The work to be done under this Item consists of the furnishing and delivering Frame and Cover – Secured to the site as shown on the Plans, and as directed by the Engineer.

Frame and Cover - Secured assemblies shall consist of covers and frames that conform to the nominal size, weight, material and load-carrying requirements in MassDOT Construction Standard Details E 202.6.0, E 202.7.0 and E 202.8.0, and are on the relevant MassDOT Qualified Construction Materials list. Some dimensions of secured manhole covers and frames may vary slightly from those shown on the standard details to account for necessary fastening components. The Contractor shall submit shop drawings of all drainage castings for approval prior to ordering.

Covers and frames shall be held securely together by bolting to threaded holes in the frame or to nuts or tumbler devices secured by the frame, by use of hooks attached to the cover or by any other means approved by MassDOT, to prevent being dislodged under traffic loading. Gaskets and other sealing devices will not be allowed.

Method of Measurement

Item 221.1 will be measured per EACH Frame and Cover – Secured furnished and delivered to the site.

Basis of Payment

Item 221.1 will be paid for at the contract unit price EACH Frame and Cover – Secured furnished and delivered.

ITEM 223.1 FRAME AND GRATE (OR COVER) REMOVED AND STACKED EACH

The work under this Item shall conform to the relevant provisions of Subsection 220 of the Standard Specifications and the following:

The work associated with this Item shall include removal of the existing frames and grates (or covers) of existing drainage structures that require modification for temporary drainage purposes or require permanent replacement of the frame and grate (or cover) and have been deemed suitable for reuse by the Resident Engineer.

Frames and grates (or covers) to be stacked shall be delivered to the MassDOT District 6 maintenance facility or location within MassDOT District 6 as coordinated with the Resident Engineer.

The Contractor shall be responsible for the items, and shall replace or repair any damage due to their operations with no additional compensation. Frames and grates (or covers) determined to not be required by District 6 shall be removed and discarded by the Contractor, at no additional payment. Any temporary storage necessary for the frames and grates (or covers) shall not be within the project site, shall be at a location agreed upon with the Resident Engineer, and no additional payment shall be made for temporary storage.

METHOD OF MEASUREMENT

Item 223.1 will be measured for payment by the Each frame and grate (or cover) removed and stacked.

BASIS OF PAYMENT

Item 223.1 will be paid for at the Contract unit price per Each, which price shall include all labor, materials, tools, equipment, staging, access, removals, storage, the cost of all field measurements and survey required, and incidental costs required to complete the work.

ITEM 440.01**CONSTRUCTION DUST CONTROL****LUMP SUM****GENERAL**

- A. Work under this item shall conform to the relevant provisions of Subsections 440 of the Standard Specifications, and the following:
- B. The Contractor is responsible for controlling construction related dust emissions at all times during the work of this Contract, 24 hours per day, 7 days per week, including nonworking hours, weekends, and holidays. Dust suppression in the form of light water sprays, foams, dust suppressants and calcium chloride must be implemented to control dusting during trenching and excavation and demolition operations. Work shall be conducted in a manner that will not result in nuisance dust conditions (i.e., visible airborne dust cloud).
- C. The Contractor is responsible for controlling dust during concrete demolition to reduce the amount of silica dust created in accordance with OSHA 29 CFR 1926 Subpart Z.
- D. Intrusive activities may be reduced or curtailed under high wind or heavy rain conditions, if the Engineer deems continued operations to be safety hazard to the workers.
- E. The Contractor is responsible for monitoring dust in accordance the USEPA and National Air Quality Ambient Standards, Department of Environmental Protection (DEP) regulations and the HASP during all construction operations.

SUBMITTALS

- A. Prior to starting any work, the Contractor shall develop and submit for approval a dust control plan that outlines in detail the measures to be implemented. The plan shall include details as to how dust emissions will be controlled and/or minimized for demolition activities, earthwork activities, including excavation, stockpiling of material, and transportation on public roadways.
- B. The Contractor shall submit shop and working drawings, computations, material data, and other descriptions for wind screens, barriers, and supports. Wind screens, barriers, and supports shall be designed to withstand 80 mph wind loads plus a 30% gust factor. Drawings and computations shall be stamped by a Registered Professional Engineer of the Commonwealth of Massachusetts.
- C. The Contractor's submittal shall include details describing, providing, installing and removing tarps or other vertical barriers as may be required during concrete repairs to the wingwalls to isolate dust and debris in the vicinity of occupied work areas.
- D. Prior to starting any work, the Contractor shall develop and submit for approval a dust monitoring plan that outlines in detail the measures to be implemented. The plan shall include details as to how dust will be monitored during the construction period.

ITEM 440.01 (Continued)**MATERIALS**

- A. The material for this work shall be of the kind described below, shown on the plans and shall meet the requirements of the following subsections of Division III, Materials:
 - a. Water M4.02.04
 - b. Calcium chloride M9.01.0
- B. As needed, soil stabilizer shall be non-toxic, non-corrosive, and environmentally safe.
- C. Wind screens shall be a durable fabric mesh of 50 percent porosity, attached to a fence.
- D. Wind barriers shall be solid wood panels, solid durable fabric attached to a fence, or other solid barriers intended to block the passage of the wind.
- E. As needed, covers for stockpiles shall be UV resistant plastic tarps with a minimum 4 mil thickness.
- F. Seeding for Erosion control shall conform to M6.03.01.

CONSTRUCTION SITE DUST CONTROL

- A. Water or calcium chloride shall be used to provide dust control.
- B. The Contractor shall apply water as necessary, or as required by the Engineer to control dust. Several applications per day may be necessary to control dust depending on weather conditions and the work activity being performed.
- C. Soil stabilizers such as polymer emulsion-based products shall be applied per the manufacturer directions for the area where dust control is needed.
- D. Both water and soil stabilizer application equipment shall consist of sprinkler pipelines, tanks, tank trucks, or other devices that are capable of providing regulated flow, uniform spray, and positive shut-off.
- E. Calcium chloride shall be applied at a rate of 1.5 pounds per square yard, or as required by the Engineer to control dust.
- F. Water shall not be applied to any roadway surface when freezing conditions occur.
- G. The Contractor shall ensure that vegetation and the soil to be used for vegetation are not treated. The use of petroleum products for dust suppression is prohibited.
- H. Wind screens and/or wind barriers shall be provided in locations where they would be effective in minimizing the spread of dust. The location of wind screen and/or wind barrier placement shall be submitted as part of the Contractor's dust control plan. For pedestrian sidewalks that are located immediately adjacent to an active work zone, wind barriers should be used and placed between the active work zone and the pedestrian sidewalk. Both wind screens and wind barriers can be moved as necessary as the active work area shifts within a work zone. The Contractor shall keep wind screens and wind barriers in good conditions all the time.
- I. Compressed air for cleaning debris from any surface or structure will be permitted only when in compliance with the approved dust control plan.
- J. Only wet cutting of concrete block, concrete, and/or asphalt surfaces is allowed.

ITEM 440.01 (Continued)**PUBLIC ROADWAY DUST CONTROL**

- A. Vehicles leaving the construction site shall have no mud or dirt on the vehicle body or wheels.
- B. Haul truck cargo areas shall be securely covered during material transport on public roadways.
- C. Material with high water content shall be not be allowed to leak from truck cargo areas during transport over public roadways.
- D. Vehicle mud and dirt carryout, material spills and soil wash-out onto public roadways and walkways and other paved areas shall be immediately cleaned up by the Contractor.
- E. At work zone egress points, the Contractor shall use power sweeping which consists of vacuuming, wet power sweeping, regenerative air sweeping, or wet power broom sweeping on paved roadways. Dry sweeping is prohibited.
- F. On haul roadways, the Contractor shall use vacuum power sweeping to keep roadways clear from dust and dirt.

CONTROL OF EARTHWORK DUST

- A. During batch drop operations (i.e., earthwork with front-end loader, clamshell bucket, or backhoe) the free drop height of excavated or aggregate material shall be minimized to prevent the generation of dust.
- B. To prevent spills during transport, freeboard space shall be maintained between the material load and the top of the truck cargo bed rail.

CONTROL OF STOCKPILE DUST

- A. The Contractor shall employ one or more of the following methods to prevent the release of dust from stockpiles. The method to be used shall be submitted for review and approval as part of the dust control plan specified under Submittals.
- B. Water shall be used during active stockpile load-in, load-out and maintenance activities;
- C. UV resistant plastic tarps on stockpiles, secured with sandbags or an equivalent method to prevent the covers from being dislodged by the wind. The Contractor shall repair or replace covers whenever damaged or dislodged, without additional compensation,
 - 1. Soil stabilizers applied to the surface of inactive stockpiles,
 - 2. Seeding shall consist of hydroseeding inactive stockpiles. Seeding shall conform to M6.03.1.

ITEM 440.01 (Continued)**DEMOLITION DUST CONTROL MEASURES**

- A. Water shall be used during demolition.
- B. During transport of demolition debris, the truck cargo area shall be securely covered.

DUST MONITORING MEASURES

The quantity and location of dust monitoring equipment will be determined by the LSP. At least one (1) dust monitor will be placed down-wind and one (1) one dust monitor will be placed up-wind of the current construction activities as directed by the LSP. Dust particulate matter will be measured in the ambient air as PM-10, a real-time weighted average from the start of the shift. Results will be monitored on a continual basis to ensure dust particulate matter does not exceed the 150-ug/m3 (0.150-mg/3) action level per USEPA National Ambient Air Quality Standards (NAAQS) and described in the Project-approved SS-HASP. The LSP or a qualified representative will be present during all operations causing dust for monitoring. If any dust particulate matter exceeds the action level, the qualified representative will cease all dust causing activities and notify a superintendent. At that point, either additional dust suppression methods will be put in place, changes will be made to demolition equipment/methodology, or demolition operations will remain on hold until weather conditions change. Dust monitoring measures and protection shall be installed at outdoor dining facilities in the vicinity of the portals.

BASIS FOR PAYMENT

Item 440.01 will be paid for at the Contract unit price per LUMP SUM, which price shall include all labor, materials, equipment, required submittals, water for dust control, calcium chloride for dust control, required barriers, and all incidental costs required to complete the work.

Payment of 20% of the Lump Sum bid price of this Item will be made upon MassDOT's approval of the Dust Control Plan.

Payment of 80% of the Lump Sum bid price of this Item will be paid in equal monthly installments based on the anticipated schedule of monitoring in accordance with the Contractor's approved schedule.

ITEM 697.1**SILT SACK****EACH**

Work under this item shall conform to the relevant provisions of Subsections 227 and 670 of the Standard Specifications and the following:

The work under this item includes the furnishing, installation, maintenance and removal of a reusable fabric sack to be installed in drainage structures for the protection of wetlands and other resource areas and the prevention of silt and sediment from the construction site from entering the storm water collection system. Devices shall be ACF Environmental (800)-448-3636; Reed & Graham, Inc. Geosynthetics (888)-381-0800; The BMP Store (800)-644-9223; or approved equal.

CONSTRUCTION

Silt sacks shall be installed in retained existing and proposed catch basins and drop inlets within the project limits and as required by the Resident Engineer.

The silt sack shall be as manufactured to fit the opening of the drainage structure under regular flow conditions, and shall be mounted under the grate. The insert shall be secured from the surface such that the grate can be removed without the insert discharging into the structure. The filter material shall be installed and maintained in accordance with the manufacturer's written literature and as directed by the Engineer.

Silt sacks shall remain in place until the placement of the pavement overlay or top course and the graded areas have become permanently stabilized by vegetative growth. All materials used for the filter fabric will become the property of the Contractor and shall be removed from the site.

The Contractor shall inspect the condition of silt sacks after each rainstorm and during major rain events. Silt sacks shall be cleaned periodically to remove and disposed of accumulated debris as required. Silt sacks, which become damaged during construction operations, shall be repaired or replaced immediately at no additional cost to the Department.

When emptying the silt sack, the contractor shall take all due care to prevent sediment from entering the structure. Any silt or other debris found in the drainage system at the end of construction shall be removed at the Contractors expense. The silt and sediment from the silt sack shall be legally disposed of offsite. Under no condition shall silt and sediment from the insert be deposited on site and used in construction.

All curb openings shall be blocked to prevent stormwater from bypassing the device.

All debris accumulated in silt sacks shall be handled and disposed of as specified in Section 227 of the Standard Specifications

ITEM 697.1 (Continued)**COMPENSATION**

Silt sacks will be measured and paid at the Contract unit price per each, complete in place, which price shall include all labor, materials, equipment and incidental costs required to complete the work. No separate payment will be made for removal and disposal of the sediment from the insert, but all costs in connection therewith shall be included in the Contract unit price bid.

ITEM 740. ENGINEERS FIELD OFFICE AND EQUIPMENT (TYPE A) MONTH

The work under this Item shall conform to the relevant provisions of Subsection 740 of the Standard Specifications and the following:

Three computer systems and printer system meeting minimum requirements set forth below including installation, maintenance, power, paper, disks, and other supplies shall be provided at the Resident Engineer's Office:

All equipment shall be UL approved and Energy Star compliant.

The Computer System shall meet the following minimum criteria or better:

Processor:	Intel, 3.5 GHz
System Memory (RAM):	12 GB
Hard Drive:	500 GB
Optical Drive:	DVD-RW/DVD+RW/CD-RW/CD+RW
Graphics Card:	8 GB
Network Adapter:	10/100 Mbit/s
USB Ports:	6 USB 3.0 ports
Keyboard:	Generic
Mouse:	Optical mouse with scroll, MS-Mouse compliant
Video/Audio	the computer system shall be capable of allow video calling and recording:
Video camera	shall be High Definition 1080p widescreen capable video calling and recording with built in microphone. The microphone system shall capture natural audio while filtering out background noise.
Audio	shall be stereo multimedia speaker system delivering premium sound.
OS:	Latest Windows Professional with all security updates
Web Browser:	Latest Internet Explorer with all security updates
Applications:	Latest MS Office Professional with all security updates
	Latest Adobe Acrobat Professional with all security updates
	Latest Autodesk AutoCAD LT
	Antivirus software with all current security updates maintained through the life of the contract.
Monitors:	Two 27" LED with Full HD resolution. Max. resolution 1920 x 1080
Flash drives:	2 (two) - 128GB USB 3.0
Internet access:	High Speed (min. 24 mbps) internet access with wireless router.

ITEM 740. (Continued)

The Multifunction Printer System shall meet the following minimum criteria or better:

Color laser printer, fax, scanner, email and copier all in one with the following minimum capabilities:

- Estimated volume 8,000 pages per month
- LCD touch panel display
- 50 page reversing automatic document feeder
- Reduction/enlargement capability
- Ability to copy and print 11" x 17" paper size
- email and network pc connectivity
- Microsoft and Apple compatibility
- ability to overwrite latent images on hard drive
- 600 x 600 dpi capability
- 30 pages per minute print speed (color),
- 4 Paper Trays Standard (RADF) (not including the bypass tray)
- Automatic duplexing
- Finisher with staple functions
- Standard Ethernet. Print Controller
- Scan documents to PDF, PC and USB
- ability to print with authenticated access protection

The Contractor shall supply a maintenance contract for next day service, and all supplies (toner, staples, paper) necessary to meet estimated monthly usage.

The Engineer's Field Office and the equipment included herein including the computer system, and printer shall remain the property of the Contractor at the completion of the project. Disks, flash drives, and card readers with cards shall become the property of the Department.

Compensation for this work will be made at the contract unit price per month which price includes full compensation for all services and equipment, and incidentals necessary to provide equipment, maintenance, insurance as specified and as directed by the Engineer.

ITEM 765.21**ANNUAL COVER CROP FOR NATIVE SEEDING****POUND**

The work under this Item shall conform to the relevant provisions of Subsections 765 and 767 of the Standard Specifications and the following:

DESCRIPTION

Work consists of furnishing and applying the appropriate annual grass to be seeded as a cover crop in conjunction with upland native seeding and at the rate specified herein.

A cover crop shall be used for following conditions:

- when specified under Application Rate for the permanent native upland seed mix
- for slopes 2:1 or steeper and an annual is not already specified as part of the permanent mix
- when seeding out of season and the native seed mix does not already specify an annual
- as required to prevent erosion until the permanent seed establishes.

A cover crop is not necessary for wetland seeding and is not typically necessary for soil stabilization when seeding in conjunction with a compost blanket application.

Annual rye (*Lolium multiflorum*) will not be accepted as an annual cover crop.

Using annual rye or exceeding the application rate such that a dense stand of annual grasses prevents germination of the native grasses will require mowing of annual grasses. In this instance, mowing of cover crop will be incidental to this item.

The work under this item shall consist of seeding, mowing, and other care to establish a stand of grass in the areas shown on the plans or as required by the Engineer. For the purposes of these specifications, the term “grass” shall apply to all the forbs, grasses, sedges, and rushes included in the materials.

Mowing for Native Seed Establishment shall be used solely for the purpose of weed management for upland native seed establishment, only when required by the Landscape Architect and the Engineer, and only during the period prior to weed seed dispersal as specified herein unless otherwise directed.

Seed and Application Rate

Add 30 pounds/acre of the following seed based on seeding season:

Avena sativa (Grain Oats): 1 January to 31 July
Cecale cereale (Grain Rye): 1 August to 31 December

ITEM 765.21 (Continued)**SEEDING SEASON**

Seeding seasons for native mixes is April 1 - May 15 and October 1 - December 1 for dormant seeding. Written approval must be obtained for seeding outside the seeding season and, if approved, the permanent seed rate shall be increased by 50%.

Seeding season for cover crops shall be grain oats January 1 – July 31 and grain rye August 1 – December 1.

QUALIFICATIONS

Seeding shall be done by a company having a minimum of five years of experience with native seed establishment. Prior to beginning work, the seeding Contractor shall furnish proof of qualifications to the Engineer for approval. Proof of qualifications shall include providing documentation (photos and contacts) to demonstrate knowledge and expertise with native seeding and establishment and proof of having completed successful native seeding projects.

MATERIAL AND SUBMITTALS

Seed Mixes and Submittals shall be per the item(s) for permanent and annual (cover crop) seed mixes.

Compost Blanket, if used, shall meet the material and submittal requirements for that item.

Hydromulch shall be wood fiber or straw applied per the Standard Specifications and at the rates specified below and per the manufacturer.

A certified statement shall be furnished, prior to start of work, to the Engineer by the Contractor as to the number of pounds of hydromulch, tackifier, and seed, per 100 gallons of water and as applicable to products used. This statement should also specify the number of square yards of seeding that can be covered with the solution specified above.

Fertilizer

No fertilizers shall be applied.

Water

Water, including hose and all other watering equipment required for the work, shall be furnished by the Contractor to the site at no additional cost. Water shall be suitable for irrigation and free from ingredients harmful to plant life. All plants injured or work damaged due to the lack of water or the use of too much water shall be the Contractor's responsibility to correct.

SEEDING

Hand broadcast method shall be used for all areas smaller than half an acre and when specified on the plans for areas over half an acre. Include note for manual broadcast on plans.

ITEM 765.21 (Continued)

Seeding shall occur within 72 hours of placement of loam and final grading or the Contractor shall propose a reasonable, alternative schedule that shall be approved by the Engineer.

Surface Preparation

No seeding or soil preparation shall be done if soils are muddy or dry and compacted. Bare soils shall be raked to remove large stiff clods, lumps, brush, roots, stumps, litter and other foreign matter. Ruts and depressions shall be filled with additional loam or compost and the soil shall be re-graded to a relatively smooth finish corresponding to the required grades.

When seeding over existing or compacted soil or soil that has sat bare for more than 30 days, surface will be prepared by tilling or raking to a minimum depth of 2 inches prior to seeding and prior to Compost Blanket application (when applied).

Surface preparation shall be compensated for under for loam placement or topsoil rehandled and spread as appropriate to the project.

Jute or coir mesh, when specified in the contract, shall be placed after seeding and per the Standard Specifications and the manufacturer's instruction.

Surface preparation shall be approved by the Engineer prior to seeding.

Seeding over Various Substrates

Loam: Seeding shall occur within 72 hours of loam placement to prevent loss of topsoil. Seed shall be manually broadcast for areas less than half an acre (each area, not cumulative area) and when specified on the plans. Broadcasting shall be immediately followed by hydromulching as specified below. When not specified on the plans, larger areas may be hydroseeded as specified below.

Compost Blanket: Compost Blanket shall be applied as specified under that item. Seed should be hand broadcast at the same time as compost application to ensure a thin cover of compost over seed.

When seeding is done after application of Compost Blanket the rate shall be increased by 50%. If the Compost Blanket is applied after December 1, seed shall be broadcast or hydroseeding over the compost in the Spring and the rate increased by 50% specified under Seed Application.

Compost Mulch over Modified Rock: Compost Mulch and seed shall be applied as specified under that item. No hydromulch is required.

ITEM 765.21 (Continued)**Cover Crop**

Cover crop shall be used when seeding out of season, when specified with the permanent native seed mix under that item, and as required to prevent erosion until the permanent seed establishes. A cover crop should not be used with a steep slope mix or other permanent mix which already contains either cereal rye or oats in the composition of the mix. A cover crop is not necessary for wetland seeding and is not typically necessary for soil stabilization when seeding in conjunction with a compost blanket application.

Seed Application

All seed shall be mulched as specified herein.

Seed application shall be by broadcast seeding or by hydroseeding as described below.

Broadcast Seeding

Seed shall be broadcast spread using a cyclone or whirlwind seeder or hand broadcast. Small or light-seeded species such as bluestem may be mixed with approved filler to achieve an even distribution. Seed shall not be broadcast when wind velocities are greater than 15 mph.

Broadcast seeding shall be undertaken in two separate passes at ninety degrees to each other. One-half the seeding rate shall be applied in each direction (horizontally and vertically). To ensure seed to soil contact with broadcasting of seed, seeding shall be followed by rolling or tracking with equipment approved by the Engineer.

Broadcast seed shall be mulched with weed-free straw mulch unless seeding is done as part of Compost Blanket in which case it shall be as specified above under seeding with Compost Blanket application. Hydromulching shall be as specified under Hydromulching.

Hydroseeding and Hydromulching

Hydroseed and mulching shall be per the manufacturer's directions and as follows.

Hydroseeding shall only be used for sites over half an acre in size or with permission of the Engineer.

Tank and hoses shall be cleaned from all previous hydroseeding and hydromulching projects. Seed shall be mixed into the slurry immediately before application and slurry applied within 30 minutes after seeds have been placed in the tank. Once seed has been placed in the tank, tank shall be agitated only enough to mix the seeds and keep slurry from separating.

ITEM 765.21 (Continued)

A 2-step process shall be used for seeding in conjunction with hydromulch. Seed shall be applied with 500 lbs/acre of hydromulch in the first pass. A second pass with 1,000 lbs/ acre of hydromulch shall be applied in a second pass. Each pass shall be applied in a different direction.

Once the seed has been added to the tank mixture a one-hour time limit is set for spreading the mixture on the soil. Once the one hour has passed the excess mixture must be discarded.

For broadcast seeding, hydromulch shall be applied immediately following seeding at a rate of 1,000 lbs/acre. Tank shall be cleaned from any previous hydroseeding.

CARE DURING GERMINATION AND ESTABLISHMENT

Contractor shall care for seeded areas as necessary for successful germination. Care will include watering and weed control as necessary to achieve establishment of the specified seeded species after one growing season as specified below.

The contractor shall maintain the stand of grasses to ensure healthy growth of the seeded species. Work shall include mowing or weed-whacking for weed control, watering if necessary, and removal of invasive plants.

Watering shall be sufficient to achieve soil moisture to a depth of 2 inches or more and such moisture is uniform. Method of watering shall not erode or damage soil or grassed surfaces.

General Weed Control: Unless otherwise directed, mowing shall be as specified under Mowing for Weed Control for seed establishment. Weeds shall be mowed prior to weeds setting seed (by the end of July unless otherwise approved).

Control of Invasive and Aggressive Weeds: Invasive and aggressive weeds, including but not limited to mugwort, ragweed, knapweed, foxtail, crabgrass, and chicory must be cut or treated prior to going to seed. Herbicide treatment must be coordinated with MassDOT. Undesired species (such as chicory) introduced due to use of incorrect seed mix shall be removed at the Contractor's expense.

MOWING FOR WEED CONTROL

Mowing for weed control shall be completed after weeds have sprouted and show leaf and bud growth, but prior to setting seed, generally between July 7th and August 1st, unless directed otherwise by the MassDOT Landscape Architect and the Engineer.

Mowing height shall be as needed for weed control, generally to a height of 8 inches and not below 4 inches, unless directed otherwise. Mowing shall be with a brush hog mower or string trimmer other approved equipment. Conventional lawn mowers which cannot achieve the appropriate cut shall not be used.

ITEM 765.21 (Continued)

Contractor shall give 48-hour notice prior to mowing work. Mowing shall only occur in dry sunny weather. Litter pickup should occur prior to mowing in all areas. If required, cut grass shall be raked and removed. Litter pickup and raking and removal of grass shall be incidental to the work.

Mowing equipment shall be approved by the Engineer prior to work.

OVER-SEEDING

Areas of bare ground greater than 2-3 feet in diameter shall be over-seeded with the specified mix during the appropriate season for seeding. Where required for overseeding mowing shall be as close to the soil as possible. Soil that is compacted shall be raked or otherwise roughened prior to over-seeding.

Over-seeding rates and methods shall those specified above under Materials and Methods. Following over-seeding, soil shall be lightly tamped to ensure seed to soil contact and areas shall be mulched with straw mulch and watered with a fine mist to moisten soil to a depth of at least 2 inches.

Over-seeding, mulch, watering, and all work for over-seeding shall be incidental.

DETERMINING SATISFACTORY GRASS ESTABLISHMENT

A well-established stand of the specified seeded species as determined by the Engineer and the MassDOT Landscape Architect will be required for Final Acceptance. The expectation is that an acceptable number and variety of the desired permanent seeded species (not the cover crop) will be visible. Generally:

- a. A minimum of 75% coverage by the specified permanent seeded species after one growing season. Of that percentage, generally, depending on the mix species:
 - o At least 3 types of the permanent seeded grass species shall be visible.
 - o At least 3 species of wildflowers shall be visible.
- b. There will be no significant gaps or bare soil (generally 2-3 feet in diameter or greater).
- c. There will be no more than 25% coverage by weed species.
- d. All soil shall be stabilized and there shall be no channeling or erosion.
- e. There will be no invasive or aggressive species within the stand at the time of acceptance.
- f. There shall be no evidence of seed from non-native mixes (i.e., clover) due to failure to clean the hydroseeding tank or using incorrect mix.

Invasive and aggressive weeds (such as mugwort, ragweed, knapweed, and chicory) must be cut or treated prior to going to seed for Interim Acceptance. Herbicide treatment must be coordinated with MassDOT.

A warm-season grass mix with perennials will not have uniform growth. A uniform stand of grass may indicate use of an incorrect mix.

ITEM 765.21 (Continued)**ACCEPTANCE OF SEEDING AND ESTABLISHMENT WORK**

Conditional Acceptance shall be based on proper application of seed as specified herein.

Interim Acceptance of Care. Seeding will be inspected by mid-July to assess germination and Establishment conditions as described above. When necessary for Interim Acceptance, areas shall be mowed prior to weed species producing seed and as specified above under Weed Control. Areas requiring weed control that are not mowed prior to weed seed dispersal will not be approved for Interim Acceptance. Seeding that shows good germination and is determined by the Engineer and Landscape Architect to not require weed control at time of inspection shall be accepted for Interim Acceptance payment.

Final Acceptance of Establishment shall be given upon satisfactory Establishment as described above. If the seeded area fails to meet the requirements of Establishment by the end of the growing season, contractor shall propose and implement remediations and site shall be inspected during the following growing season after July 1st. All remediation shall be at the contractor's expense.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

Annual Cover Crop will be measured for payment per pound of seed per pound of seed, complete in place.

Annual Cover Crop will be paid at the contract unit price per pound upon approval of seed bag tags or other documentation of correct application rate and species, and upon acceptance of a satisfactory stand of annual grasses three weeks following seeding.

Application and care of cover crop will be incidental to this item.

Native Seeding and Establishment will be incidental to this item and shall include all submittals, seeding, rolling to ensure seed-to-soil contact, weed control other than mowing, water, over-seeding, labor, materials, equipment, and all incidental costs required to complete the work of establishing a satisfactory stand of grass.

Native seed and cover crop mixes will be incidental to this item.

Site preparation, including raking, tilling, removal of debris and stones, and other work to the prepare site for seeding shall be compensated under loam placement or topsoil rehandled and spread as relevant to the project. If used, Compost Blanket shall be compensated under this item.

Mowing for weed control and mowing for Native See Establishment will be incidental to this item.

ITEM 767.121**SEDIMENT CONTROL BARRIER****FOOT**

The work under this item shall conform to the relevant provisions of Subsections 670, 751 and 767 of the Standard Specifications and the following:

DESCRIPTION

Work to be performed under this Item consist of furnishing and placement of a sediment control barrier. Sediment control barrier shall be installed prior to disturbing upslope soil.

The purpose of the sediment control barrier is to slow runoff velocity and filter suspended sediments from storm water flow. Sediment barrier may be used to contain stockpile sediments, to break slope length, and to slow or prevent upgradient water or water off road surfaces from flowing into a work zone. Contractor shall be responsible for ensuring that barriers fulfill the intent of adequately controlling siltation and runoff.

Twelve-inch diameter (after installation) compost filter tubes with biodegradable natural fabric (i.e., cotton, jute, burlap) are intended to be the primary sedimentation control barrier.

For small areas of disturbance with minimal slope and slope length, the Engineer may approve the following sediment control methods:

- 9-inch compost filter tubes
- Straw bales which shall be trenched

No straw wattles may be used. Additional compost filter tubes (adding depth or height) shall be used at specific locations of concentrated flow such as at gully points, steep slopes, or identified failure points in the sediment capture line.

When required by permits, additional sediment barrier shall be stored on-site for emergency use and replacement for the duration of the contract.

Where shown on the plans or when required by permits, silt fence shall be used in addition to compost filter tubes and straw bales and shall be incidental to the item.

Sediment control barriers shall be installed in the approximate location as shown on the plans and as required so that no excavated or disturbed soil can enter mitigation areas or adjacent wetlands or waterways. Barriers shall be in place prior to excavation work. No work shall take place outside the barriers.

MATERIALS AND CONSTRUCTION

Prior to initial placement of barriers, the Contractor and the Engineer shall review locations specified on the plans and adjust placement to ensure that the placement will provide maximum effectiveness.

ITEM 767.121 (Continued)

Barriers shall be staked, trenched, and/or wedged as specified herein and according to the Manufacturer's instructions. Barriers shall be securely in contact with existing soil such that there is no flow beneath the barrier.

Compost Filter Tube

Compost material inside the filter tube shall meet M1.06.0, except for the following: no peat, manure or bio-solids shall be used; no kiln-dried wood or construction debris shall be allowed; material shall pass through a 2-inch sieve; and the C:N ratio shall be disregarded.

Outer tube fabric shall be made of 100% biodegradable materials (i.e., cotton, hemp or jute) and shall have a knitted mesh with openings that allow for sufficient water flow and effective sediment capture.

Tubes shall be tamped, but not trenched, to ensure good contact with soil. When reinforcement is necessary, tubes shall be stacked as shown on the detail plans.

Straw Bales

Straw bales shall be used if shown on the plans or when specified by Orders of Condition or other permit requirements.

Bales should be placed in a single row, lengthwise on the contour, with ends of adjacent bales tightly abutting one another. All bales should be either wire-bound or string-tied. Straw bales should be installed so that bindings are oriented around the sides (rather than along the tops and bottoms) of the bales in order to prevent deterioration of the bindings.

The barrier should be entrenched and backfilled. A trench should be excavated the width of a bale and the length of the proposed barrier to a minimum depth of 4 inches. The trench must be deep enough to remove all grass and other material which might allow underflow. After the bales are staked and chinked (filled by wedging), the excavated soil should be backfilled against the barrier. Backfill soil should conform to the ground level on the downhill side and should be built up to 4 inches against the uphill side of the barrier.

Each bale should be securely anchored by at least 2 stakes or re-bars driven through the bale. The first stake in each bale should be driven toward the previously laid bale to force the bales together. Stakes or re-bars should be driven deep enough into the ground to securely anchor the bales. For safety reasons, stakes should not extend above the bales but should be driven in flush with the top of the bale.

The gaps between the bales should be chinked (filled by wedging) with straw to prevent water from escaping between the bales. Loose straw scattered over the area immediately uphill from a straw bale barrier tends to increase barrier efficiency. Wedging must be done carefully in order not to separate the bales.

ITEM 767.121 (Continued)

When used in a swale, the barrier should be extended to such a length that the bottoms of the end bales are higher in elevation than the top of the lowest middle bale to assure that sediment-laden runoff will flow either through or over the barrier but not around it.

Silt Fence

Materials and Installation shall be per Section 670.40 and 670.60 of the Standard Specifications and the following:

Silt fence shall only be used if shown on the plans or when specified by Orders of Condition or other permit requirements.

When used with compost filter tubes, the tube shall be placed on a minimum of 8 inches of folded fabric on the upslope side of the fence. Fabric does not need to be trenched.

When used with straw bales, an 8-inch deep and 4-inch wide trench or V-trench shall be dug on the upslope side of the fence line. One foot of fabric shall be placed in the bottom of the trench followed by backfilling with compacted earth or gravel. Stakes shall be on the down slope side of the trench and shall be spaced such that the fence remains vertical and effective.

Width of fabric shall be sufficient to provide a 36-inch high barrier after fabric is folded or trenched. Sagging fabric will require additional staking or other anchoring.

MAINTENANCE

Maintenance of the sediment control barrier shall be per Section 670.60 of the Standard Specifications or per the Stormwater Pollution Prevention Plan (SWPPP), whichever is more restrictive.

The contractor shall inspect the sediment barrier in accordance with relevant permits. At a minimum, barriers shall be inspected at least once every 7 calendar days and after a rain event resulting in 0.25 inches or more of rainfall. Contractor shall be responsible for ensuring that an effective barrier is in place and working effectively for all phases of the Contract.

Barriers that decompose such that they no longer provide the function required shall be repaired or replaced as directed. If the resulting berm of compost within the fabric tube is sufficiently intact and continues to provide effective water and sediment control, barrier does not necessarily require replacement.

ITEM 767.121 (Continued)**DISMANTLING AND REMOVING**

Barriers shall be dismantled and/or removed, as required, when construction work is complete and upslope areas have been permanently stabilized and after receiving permission to do so from the Engineer.

Regardless of site context, nonbiodegradable material and components of the sediment barriers, including photo-biodegradable fabric, plastic netting, nylon twine, and silt fence, shall be removed and disposed off-site by the Contractor.

For naturalized areas, biodegradable, natural fabric and material may be left in place to decompose on-site. In urban, residential, or other locations where aesthetics is a concern, the following shall apply:

- Compost filter tube fabric shall be cut and removed, and compost shall be raked to blend evenly (as would be done with a soil amendment or mulch). No more than a 2-inch depth shall be left on soil substrate.
- Straw bales shall be removed and disposed off-site by the Contractor. Areas of trenching shall be raked smooth and disturbed soils stabilized with a seed mix matching adjacent seeding or existing grasses (i.e., lawn or native grass mix).
- Silt fence, stakes, and other debris shall be removed and disposed off-site. Site shall be restored to a neat and clean condition.

METHOD OF MEASUREMENT

Item 767.121 will be measured for payment by the Foot of actual sediment control barrier, complete in place, and accepted by the Engineer.

BASIS OF PAYMENT

Item 767.121 will be paid for at the Contract unit price per Foot, which price shall include all labor, equipment, materials, maintenance, dismantling, removal, restoration of soil, and all incidental costs required to complete the work.

Silt fence, when used in conjunction with compost filter tubes or straw bales, will be incidental to this item.

Additional barrier, such as double or triple stacking of compost filter tubes, will be paid for per foot of tube installed.

Barriers that have been driven over or otherwise damaged by construction activities shall be repaired or replaced as directed by the Engineer at the Contractor's expense.

ITEM 826.54**REMOVE & DISCARD MUNICIPAL
FIRE ALARM WIRE****LUMP SUM**

The work under this Item shall conform to the relevant provisions of Subsection 815 of the Standard Specifications and the following:

An abandoned municipal fire alarm wire spans between Utility Poles #54 and #55 along Canton Street and is attached to the northern abutment of Bridge R-01-004. This wire and the elements attaching the wire to the bridge shall be removed and discarded by the Contractor between Utility Poles #54 and #55.

Contractor shall coordinate the removal of the wire with the Town of Randolph Fire Department. A minimum of 7 business days' notice shall be provided.

Contractor shall exercise care in removing the wire and its supports to minimize damage to the bridge abutment. Any repairs necessary to the abutment as a result of the wire removal shall be completed during preparation for the abutment's concrete protective coating.

Contractor shall fill any holes or spalls that may be left after the removal of wire support fixtures with non-shrink grout.

Materials

Grout material shall meet MassDOT's Qualified Construction Materials List (QCML).

BASIS OF PAYMENT

Item 826.54 will be paid for at the Contract unit price per Lump Sum, which price shall include all labor, materials, tools, equipment, staging, access, removal, grouting holes, repairs to abutment, and incidental costs required to complete the work.

<u>ITEM 853.21</u>	<u>TEMPORARY BARRIER REMOVED AND RESET</u>	<u>FOOT</u>
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Work under this item shall conform to the relevant provisions of Section 850 and shall consist of removing, transporting and resetting temporary barrier systems and limited deflection temporary barrier systems from alignments established along the roadway to new alignments in accordance with the details shown on the plans, as required by the construction and staged construction operations and as required by the Engineer for the channelization of traffic and/or work zone protection.

The work shall also include furnishing and installing all hardware and associated materials per the details and/or manufacturer's specifications. The work shall also include necessary patches and repairs caused by the temporary barrier system to damaged pavement surfaces or any adjacent longitudinal barrier once the system has been removed.

Temporary barrier systems and limited deflection temporary barrier systems shall be removed from existing locations and reset in accordance to the construction methods stated in the respective barrier items.

Damage to the pavement surface or adjacent permanent barriers caused by removing or resetting temporary barrier shall be repaired as directed by the Engineer at the Contractor's expense.

Method of Measurement and Basis of Payment

Item 853.21 will be measured and paid by the foot, in place which shall provide full compensation for removing, relocating, resetting, realigning, and transporting maintaining the temporary barrier system and/or limited deflection temporary barrier system. The Contractor will be paid for this item each time the barrier is relocated either to a new work zone, to off-season storage, or back to the project from storage. The Contractor will not be separately compensated for any work necessary to maintain or re-align units or replace damaged units. No payment will be made for removing and resetting barriers for the purpose of gaining access to the construction work zone. No payment will be made for removing, relocating and resetting any barriers moved for the convenience of the Contractor.

For temporary barrier systems that require anchorage systems, the cost of furnishing, installing and removing the anchorage and hardware and the restoration of pavement surfaces or adjacent permanent barrier systems to facilitate anchorage shall be considered incidental to the cost of this Item.

ITEM 853.23**TEMPORARY BARRIER (TL-3)****FOOT**

Work under this item shall conform to the relevant provisions of Section 850 and shall consist of furnishing, installing, maintaining and final removal of TL-3 temporary barrier systems for channelization of traffic and/or work zone protection.

Materials

The Contractor shall use a temporary barrier system that is listed on the Qualified Traffic Control Equipment List.

The Contractor may submit alternate materials to the Engineer for approval if the temporary barrier system meets the following criteria:

1. The system has been tested by an independent laboratory that is accredited by FHWA to crash test roadside hardware;
2. The system meets the minimum requirements of the AASHTO *Manual on Assessing Safety Hardware* (MASH) at Test Level (TL) 3 or higher; and
3. The system has a federal-aid eligibility letter from FHWA.

Copies of the testing results and the federal-aid eligibility letter shall be submitted and approved by the Engineer prior to procurement of an alternate temporary barrier system.

The Contractor shall supply shop drawings to confirm the available clear area behind the barrier equals or exceeds the maximum dynamic deflection of MASH Test 3-11 during testing procedures taken at an independent laboratory that is accredited by FHWA to crash test roadside hardware.

Delineators shall be installed on all temporary barrier systems in conformance with the relevant provisions of Section 850.69 and shall be incidental to the temporary barrier systems.

Temporary impact attenuators that are listed on the Qualified Traffic Control Equipment List shall be used whenever a blunt end of the temporary barrier system is facing traffic within the clear zone unless it is protected by a second barrier system or secured to a separate barrier system or bridge railing by a method approved by the manufacturer.

Construction Methods

Temporary barrier systems shall be placed in line with the drawings. Installation shall be per the manufacturer's specifications, details, and the approved shop drawings.

The Contractor shall not place any breaks in the temporary barrier system that will result in sections that are shorter than the stated minimum length-of-need (LON) under MASH Test 3-11. Exceptions shall be allowed for gate systems or changeable length segments placed over expansion joints if those barrier segment types have been tested and meet the minimum requirements of MASH Test 3-11 with the adjoining barrier system.

ITEM 853.23 (Continued)

Within the LON section, temporary barrier systems shall only be placed on paved surfaces unless otherwise tested and certified under MASH TL-3 for those conditions.

Damage to the pavement surface caused by the temporary barrier during installation, while in service, and/or during removal shall be repaired as directed by the Engineer at the Contractor's expense.

Temporary barrier systems that require anchorage systems shall conform with the relevant provisions of Section 850.70.

Method Of Measurement

Items 853.23 will be measured by the foot, in place.

Basis Of Payment

Payment for work under these items will be made at the contract price per foot for temporary barrier installed in place, including all incidental items. This price shall include the cost of furnishing, installing, maintaining and final removal of all temporary barrier systems.

For temporary barrier systems that require anchorage systems, the cost of furnishing and installing the anchorage and hardware and the restoration of pavement surfaces or adjacent permanent barrier systems to facilitate anchorage shall be considered incidental to the cost of the item.

Payment for temporary barrier removed and reset will be made under Item 853.21.

ITEM 853.32**TEMPORARY MOVEABLE BARRIER****LUMP SUM**

The work under this Item shall conform to the relevant provisions of Subsection 850 of the Standard Specifications and the following:

DESCRIPTION

Temporary Moveable Precast Concrete Barrier (TMPCB) work shall consist of furnishing, transporting, installing, moving and removing (laterally) from travel lanes, and removing from the project site along Route 24 northbound and southbound as shown on the plans or required by MassDOT.

Moveable Concrete Barrier Relocation Machine (MCBRM) work shall consist of furnishing, storing, transporting, maintaining and removing the MCBRM as needed during the project.

MATERIALS

TMPCB System - The TMPCB system shall meet the testing requirements of AASHTO Manual for Assessing Safety Hardware (MASH), Test Level 3, and be approved by the Federal Highway Administration (FHWA)

Prior to using a new TMPCB system, the Contractor shall submit to MassDOT a materials certificate for each system supplied and a copy of the FHWA Letter of Acceptance issued to the manufacturer that the device is MASH compliant.

The TMPCB system shall be comprised of an array of units. Each unit of these units shall meet the following minimum requirements:

- Weight: 425 lbs./ft.
- Approx. Dimensions: 32" H x 24" W x 37" L
- Shape: "New Jersey" shape w/ modified T-shape head
- Concrete; 4,000 psi, 28-day

Barrier Reflector Markers and Paint - The TMPCB system shall be furnished with yellow barrier retroreflective reflector markers and retroreflective paint in accordance with the barrier manufacturers recommendations. Place barrier reflectors every 20 feet along the TMPCB system. The barrier reflectors shall be attached per the barrier manufacturer's recommendation. Barrier reflector markers shall be placed in the following configurations:

- On each side of the barrier in accordance with the barrier manufacturer's recommendations.
- Bi-directional barrier reflectors on top of the barrier in accordance with the barrier manufacturer's recommendations. These barrier reflectors must stay in place to accommodate to 2-inch height clearance for operation of the barrier transfer machine.
- All Barrier reflectors shall be retroreflective

ITEM 853.32 (Continued)

The bottom vertical portion of each side of the TMPCBs shall be painted yellow in accordance with the barrier manufacturer's recommendations. Painting shall be done offsite prior to placing along the median unless otherwise approved by MassDOT. Paint shall be made retroreflective in accordance with the paint manufacturer's recommendations.

TMPCB End Protection - The Contractor shall furnish and install non-redirective crash cushion systems on all blunt ends of the TMPCB system. The crash cushion systems shall be of the same size and shape as the TMPCB system and shall be attached to the TMPCB system per the manufacturer's recommendations.

MCBRM - The Moveable Concrete Barrier Relocation Machine (MCBRM) shall be a Self-Propelled Barrier Transfer Machine that is made specifically to relocate the TMPCB.

CONSTRUCTION METHODS

The entire TMPCB and MCBRM systems must be available for installation at the time of project need (per the progress schedule). No extension of time will be granted for the lack of availability of the TMPCB or MCBRM system. Deletion of the TMPCB or MCBRM is not an option that will be considered.

MassDOT shall inspect the TMPCB system upon delivery to the project site and periodically throughout the life of the project. Any barrier components delivered to the project site having damage or defects that will affect the performance of the system, as determined by MassDOT, must be replaced with a suitable unit. Any TMPCB system that is damaged or rendered unsuitable by the Contractor's operations or adjacent traffic during the life of the Project, as determined by MassDOT, must be replaced with a suitable unit. All costs associated with removing damaged or defective barrier sections (caused by the Contractor) and replacing them as specified in this paragraph will be borne by the Contractor.

Place the TMPCB system at the location(s) as shown on the plans, or as required by MassDOT. Connect the individual units of the TMPCB system, as specified by the manufacturer, to form a continuous chain to facilitate the required lateral and longitudinal movement by the barrier transfer machine.

Place the TMPCB system prior to removing median crossover barrier, before diverting traffic or beginning the associated construction work. During installation of the TMPCB system, protect traffic by the use or installation of standard warning and channelizing devices and temporary impact attenuators. Install the TMPCB system in the direction of traffic flow as possible or as approved by MassDOT to prevent the possibility of blunt ends of barrier facing oncoming traffic.

ITEM 853.32 (Continued)

When the TMPCB is placed on pavement, clean the pavement of all material (sand, gravel, dirt, ice, snow, etc.) that would reduce the friction between the TMPCB system and the underlying pavement. During each movement of the TMPCB system, remove debris accumulated next to the wall, which may hinder traffic once the TMPCB system is moved. Dispose of all debris as required by the standard specifications.

All incomplete TMPCB system installations or removals which result in barrier blunt ends exposed to traffic inside the clear zone are to be made crash-safe by the Contractor by an approved method.

When the TMPCB system is relocated, adjusted, or placed back in operation, or as directed by MassDOT, clean and replace all damaged reflector markers and paint. Completely remove barrier markers damaged after the TMPCB system has been placed in initial operation and replace with new markers. Position the replacement markers directly in front of the damaged marker. All costs associated with replacing markers damaged by the Contractor's equipment (including the barrier transfer machine) will be borne by the Contractor.

The Contractor shall identify a storage area for the barrier transfer machine that is acceptable to MassDOT. If the barrier transfer machine is to be stored within the clear zone, the Contractor shall protect the barrier transfer machine at all times in accordance with the AASHTO Roadside Design Guide or as approved by MassDOT. The Contractor shall perform all maintenance operations recommended by the manufacture of the barrier transfer machine. The Contractor shall complete repairs expeditiously to ensure the barrier transfer machine is available for use on the project as required. Furnish and maintain a sufficient supply of spare parts and trained personnel to ensure that the specified lane configurations are available at the required times.

Before the TMPCB and MCBRM systems are put into use on the Project, MassDOT will determine the schedule that the TM PCB system is to be moved and the MCBRM is to be utilized each week.

BASIS OF PAYMENT

Item 853.32 will be paid for at the Contract unit price per Lump Sum, which price shall be considered full compensation for all labor, materials, equipment, transportation, assembly, disassembly, temporary storage, handling and maintenance required for deployment of the Temporary Moveable Precast Concrete Barrier system and the Moveable Concrete Barrier Relocation Machine. End protection, reflectors, and paint shall be considered incidental to this item.

ITEM 853.33 TEMPORARY BARRIER – LIMITED DEFLECTION (TL-3) FOOT

The work under this Item shall conform to the relevant provisions of Subsection 850 of the Standard Specifications and the following:

DESCRIPTION

Work under this item shall consist of furnishing, installing, maintaining and final removal of limited deflection TL-3 temporary barrier systems for channelization of traffic and/or work zone protection. Limited deflection temporary barrier systems shall have a maximum dynamic deflection of 12 inches or less and shall be used in areas where the available clear area behind the barrier system is 12 inches or less.

MATERIALS

The Contractor may submit alternate materials to the Engineer for approval if the limited deflection temporary barrier system meets the following criteria:

1. The system has been tested by an independent laboratory that is accredited by FHWA to crash test roadside hardware;
2. The system meets the minimum requirements of the *AASHTO Manual on Assessing Safety Hardware* (MASH) at Test Level (TL) 3 or higher; and
3. The system has a federal-aid eligibility letter from FHWA.

Copies of the testing results and the federal-aid eligibility letter shall be submitted and approved by the Engineer prior to procurement of an alternate temporary barrier system.

The Contractor shall supply shop drawings to confirm the available clear area behind the barrier equals or exceeds the maximum dynamic deflection of MASH Test 3-11 during testing procedures taken at an independent laboratory that is accredited by FHWA to crash test roadside hardware.

Delineators shall be installed on all limited deflection temporary barrier systems in conformance with the relevant provisions of Section 850.69 and shall be incidental to the temporary barrier systems.

Temporary impact attenuators that are listed on the Qualified Traffic Control Equipment List shall be used whenever a blunt end of the limited deflection temporary barrier system is facing traffic within the clear zone unless it is protected by a second barrier system or secured to a separate barrier system or bridge railing by a method approved by the manufacturer.

ITEM 853.33 (Cont.)**CONSTRUCTION METHODS**

Limited deflection temporary barrier systems shall be placed in line with the drawings. Installation shall be per the manufacturer's specifications, details, and the approved shop drawings.

The Contractor shall not place any breaks in the limited deflection temporary barrier system that will result in sections that are shorter than the stated minimum length-of-need (LON) under MASH Test 3-11. Exceptions shall be allowed for gate systems or changeable length segments placed over expansion joints if those barrier segment types have been tested and meet the minimum requirements of MASH Test 3-11 with the adjoining limited deflection barrier system.

Within the LON section, limited deflection temporary barrier systems shall only be placed on paved surfaces unless otherwise tested and certified under MASH TL-3 for those conditions.

Damage to the pavement surface caused by the limited deflection temporary barrier during installation, while in service, and/or during removal shall be repaired as directed by the Engineer at the Contractor's expense

Limited deflection temporary barrier systems that require anchorage systems shall conform with the relevant provisions of Section 850.70.

METHOD OF MEASUREMENT

Item 853.32 shall be measured by the foot, in place.

BASIS OF PAYMENT

Payment for work under this item shall be made at the contract price per foot for limited deflection temporary barrier installed in place, including all incidental items. This price shall include the cost of furnishing, installing, maintaining and final removal of all limited deflection temporary barrier systems.

For limited deflection temporary barrier systems that require anchorage systems, the cost of furnishing and installing the anchorage and hardware and the restoration of pavement surfaces or adjacent permanent barrier systems to facilitate anchorage shall be considered incidental to the cost of the item.

Payment for limited deflection temporary barrier removed and reset will be made under Item 853.21.

ITEM 853.8**TEMPORARY ILLUMINATION FOR WORKZONE****DAY**

The work under this Item shall conform to the relevant provisions of Section 850 of the Standard Specification and the following:

DESCRIPTION

The work under this Item shall include furnishing, deploying and maintaining in proper operating condition a LED balloon diffuser lighting system. These portable light towers shall be used throughout the project area for temporary work zone lighting. The use of unshielded high wattage flood lights shall not be permitted.

These towers shall be used, relocated and adjusted to meet the criteria in Section 850 of the Standard Specifications and the following:

CONSTRUCTION METHODS

The Contractor shall illuminate the following work zone areas:

- Change in direction (i.e., work zone entrances and exits, crossovers, etc.)
- Tapered areas
- Actual area where the construction is being performed

Light measurement shall be based on the illuminance method and the lighting levels shall be based on the classification of construction activity that is taking place. At no time shall the light level be below 5 fc and the uniformity shall not exceed 6:1. Task Classifications and recommended illumination levels is shown in Table 1.

Task Classifications	Illumination Level	Average Minimum Maintained Illuminance
All work operations areas, setup of lane or road closures, lane closure tapers, and flagging stations, such as: Excavation (all types), Embankment Fill and Compaction, Reworking Shoulders, Asphalt Pavement Rolling, Subgrade, Stabilization and Construction, Base Course Rolling, Sweeping, Cleaning and Landscaping.	Level I	5 foot-candles

ITEM 853.8 (Continued)

Areas on or around construction equipment; asphalt paving, milling, and concrete placement and/or removal, such as, Milling, Removal of Pavement, Asphalt Paving and Resurfacing, Concrete Pavement, Waterproofing and Sealing, Sidewalk Construction, Base Course Grading and Shaping, Surface Treatment, Bridge Decks, Drainage Structures and Drainage Piping, Other Concrete Structures, Barrier Wall and Traffic Separators, Guardrails and Fencing, Striping and Pavement Markings, Repair of Concrete Pavement, Highway Signs, Hole Filling and Repair of Guardrails and Fencing.	Level II	10 foot-candles
Pavement or structural crack/ pothole filling; joint repair, pavement patching and/or repairs, installation of signal/electrical/mechanical equipment, such as, Traffic Signals, Highway Lighting Systems and Crack Filling	Level III	20 foot-candles

TABLE 1

Prior to commencement of work the Contractor shall submit to MassDOT for approval a description of illumination equipment that is proposed to be used on this project, and shall include photometrics that detail the light levels that are to be provided for the particular operation for the type of equipment, level of luminance and height to be installed.

Any potential glare from the lighting system should be considered from each direction and on all approaching roadways and opposing lanes of traffic. Glare from the illumination system should be minimized as much as possible for both workers and motorists in adjacent active travel lanes. If necessary, the Contractor shall provide supplemental hardware, such as, visors, louvers, shields, glare screen and barrier to reduce glare in adjacent active travel lanes.

Equipment mounted lighting may be used to supplement light towers to achieve the required lighting levels for the activity involved per Table 1.

METHOD OF MEASUREMENT

Item 853.8 will be measured as per Subsection 850.80. Each period of up to 24 hours during which this system is in use will be measured as one Day regardless of the number of times the system is deployed, repositioned, or removed.

ITEM 853.8 (Continued)**BASIS OF PAYMENT**

Item 853.8 will be paid as per Subsection 850.81. This item will be paid for at the contract unit price per DAY. The cost shall include all labor, materials, equipment, tools and all incidentals required for the design and installation of the work zone lighting system. This shall include, but not be limited to lighting submission preparation, wiring connections, equipment relocations, and include all material and labor incidental for a complete, functional and operational work zone illumination system.

The price of this item shall include the material and labor necessary to install any supplemental hardware required to reduce glare on all adjacent active travel lanes.

The per day price shall be full compensation for all "Temporary Illumination for Work Zone" regardless of the number of concurrent work areas, amount of equipment concurrently in use or the durations of or changes of the work shifts per day.

Furnishing, Installing, resetting, modifying and removing equipment for work zone illumination shall be incidental to Item 853.8.

ITEM 854.6**TEMPORARY PORTABLE RUMBLE STRIP****DAY**

Work under this Item shall conform to the relevant provisions of Sections 824 and 850 of the Standard Specifications and the following:

DESCRIPTION

Work under this Item consists of furnishing, deploying, maintaining in proper operating conditions, and removing temporary portable rumble strips (TPRS) for temporary lane closures of 24 hours or less.

MATERIALS

The TPRS shall be 10' to 11' wide, measured perpendicular to the path of travel, 12" to 16" long, measured parallel to the path of travel, and 0.5" to 0.75" tall. All edges shall be beveled. The surfaces shall be grooved to limit potential hydroplaning.

The TPRS shall lay flat on the road surface without the use of nails, anchors, or adhesives, and shall be flexible so as to conform to the surface profile.

The TPRS shall be able to withstand vehicle weights of up to 80,000 lbs. and operate in pavement surface temperatures between 0° to 120° F.

The manufacturer shall certify the TPRS to be safe for use on roads with speed limits of at least 70 mph.

TPRS that appear damaged or functioning in an unsafe manner may be order removed by the Engineer and replaced at no additional cost.

SUBMITTALS

Prior to commencement of work, the Contractor shall submit the brand, model, and size of the TPRS to the Engineer for approval.

CONSTRUCTION METHODS

The TPRS shall be installed per the plans or at the discretion of the Engineer.

The Contractor shall conform to the manufacturer's specifications for installation and the following:

- A. The road surface shall be cleared of all gravel, sand, and debris.

ITEM 854.6 (Continued)

- B. If RoadQuake 2™ model is used, the modular pieces shall be assembled into 11-foot strips per the manufacturer's instructions in advance of deployment. The interconnected segments shall form a smooth and flat, continuous section.
- C. A Truck-Mounted Attenuator, conforming to Section 850, shall be used as shadow vehicle protection during the deployment and removal of TPRS on any roadway with speeds of 45 mph or greater.
- D. TPRS shall be deployed in conjunction with all other temporary traffic control devices. MA-W28-1 (Rumble Strips Ahead) sign(s) shall be installed per the Temporary Traffic Control Plan.
- E. TPRS deployment:
1. TPRS shall be placed perpendicular to the direction of travel, centered in the lane.
 2. Three (3) individual strips are required for a single array.
 3. Refer to the Temporary Traffic Control Plan for the location of the array respective to the lane closure.
 4. The spacing of the individual strips within the array shall conform to the following table:

Speed Limit	Distance Between Rumble Strips (measured center-to-center)
>55 mph	20 feet
40 mph to 55 mph	15 feet
<40 mph	10 feet

5. The TPRS shall be placed without the use of nails, adhesives, or other methods of affixing them to the road surface.
- F. All TPRS shall be maintained in proper condition, alignment, spacing, and location throughout the duration of the lane closure, at no additional cost.
- G. The TPRS shall be removed prior to the removal of the traffic control devices used to close the travel lane.
- H. TPRS shall not be used during snow events.

ITEM 854.6 (Continued)**METHOD OF MEASUREMENT**

An array of three (3) temporary portable rumble strips is considered one (1) unit and will be measured by the Day. Each period of up to 24 hours during which this unit is in use will be measured as one Day regardless of the number of times the array is deployed, repositioned, or removed.

BASIS OF PAYMENT

Temporary Portable Rumble Strips will be paid for at the Contract unit price per Day, which shall include full compensation for furnishing, deploying, repositioning, and removing the array of three (3) individual strips as directed by the Engineer.

ITEM 856.3**REAL TIME TRAFFIC MANAGEMENT SYSTEM****LUMP SUM****GENERAL**

The Real Time Traffic Management system (RTTM) design shall consider all proposed lane closures, ramp closures, temporary ramps, temporary roadways, detours, rolling roadblocks and traffic shifts throughout the project consistent with the Temporary Traffic Control Plans (TTCP) and construction phasing in the Plans.

The Contractor shall be responsible for procurement, deployment, maintenance, and satisfactory performance of the RTTM for the duration of the project. The RTTM shall be comprised of Portable Traffic Sensors (PTS), Portable Changeable Message Signs (PCMS), public facing internet site, Closed Circuit Television (CCTV) cameras and any other equipment necessary to provide a fully functioning RTTM.

The focus of RTTM will be on the approach to and within the project limits but are not limited and may include adjacent local roadways impacted by the project. Additionally, the RTTM will need to deploy equipment to convey information at regional highway interchanges and key-locations.

SYSTEM REQUIREMENTS

Monitor and collect traffic data along various highway segments, highway ramps, and local roadways impacted by the project and disseminate real-time travel time information based on the data to the Massachusetts Department of Transportation (MassDOT) on a Contractor supplied and maintained website via the internet and the traveling public via field installed PCMS. The RTTM software may be accessed via a web portal or utilizing client-side system software. Should software installation be required for access, the Contractor shall install, configure, and troubleshoot the software required on any MassDOT computer as necessary to access the full functionality of the system software.

The RTTM software shall provide two data feeds, based on the U.S. Department of Transportation [Work Zone Data Exchange \(WZDx\)](#): a [WZDx DeviceFeed](#), and a custom [RoadEventMetricsFeed](#), each accessible by the MassDOT Work Zone Manager (WZM) via HTTP across the internet. The WZDx [DeviceFeed](#) shall be compatible with the latest version of WZDx at the time of project notice to proceed.

The RTTM system software shall be configured so that appropriate personnel at MassDOT are notified by email and in text format each time a malfunction has occurred, when the malfunction has been corrected in the system, and when a malfunction record is made in the database. The notification shall also display an error message for the device or devices affected. The RTTM system provider is responsible for this notification procedure. The RTTM system shall provide device outage alerts via email to MassDOT for outages greater than 15 minutes. The email addresses for recipients of these outage alerts will be provided by MassDOT. All equipment outages must be

ITEM 856.3 (Cont.)

logged and easily accessible at any time by any RTTM user level from the system database. This information shall also be easily graphed and exported in a comma delineated spreadsheet format. Any pay reductions as per the pro-rated schedule (see Section “Operational Performance”) will be calculated from these outage summaries.

The RTTM system shall provide current operational and location status (i.e., current traffic data and messages, communications system, signs, and sensors, as well as lat/long of all deployed devices) updated every one (1) minute maximum via the Internet on a dedicated Contractor developed and maintained website. The status of all devices shall be able to be seen all at once in a List View or similar format without selecting individual devices to obtain this information.

The RTTM system shall be configured to assess, log, and provide notification of any type of malfunction that has occurred. This assessment includes but is not limited to communications disruption between any device in the system configuration, changeable message board malfunctioning (in accordance with the latest National Transportation Communications for Intelligent Transportation Systems Protocol (NTCIP)), CCTV Camera malfunction, speed sensor malfunction, loss of power, low battery, etc. This malfunction information shall be sent via email in text format to MassDOT for each occurrence. Access to all such log information shall be available from the website by approved users at any time. All logs shall be updated to the nearest minute.

To support incident management, the RTTM system shall be configured to allow approved users (Operators) to manually override motorist information messages on a single or multiple PCMS for a user-specified start time duration, after which automatic operation will resume with display of messages appropriate to the prevailing traffic conditions. The system shall also allow these same types of users to end one or more overrides at any time. All devices that are in an override mode shall provide an obvious icon to indicate this state for each PCMS. The RTTM system shall log all message overrides with time and date (to document the starts and stops), message content, and name of the user that performed the action. This log information shall be accessible to all system users directly from the RTTM web interface at any time upon initiation. All logs shall be updated to the nearest minute.

The RTTM system shall be capable of calculating and having “real time” travel time information displayed on the PCMS. This “real time” information shall be calculated and displayed on the PCMS to the nearest minute along with the current time of day.

The RTTM system shall be capable of detecting the presence of slowed and queued traffic on project roadways, specifically along the detour routes as shown on the TTCP and report these events via the RTTM. This “real time” information shall be calculated and displayed on the applicable PCMS’ to the nearest minute.

ITEM 856.3 (Cont.)

This Project will also require the RTTM system to have the capability to notify MassDOT personnel (by email and text) once the speed through the work zone decreases below 15 miles per hour (mph).

The system shall also notify the same users once speeds return to free flow conditions (above 55 mph or another approved adjustable threshold). These speed thresholds shall be able to be changed throughout the project and shall be configurable for different speeds for each sensor to accommodate changing speed limits and work zone speed limits. The RTTM system will be capable of transferring (each minute) a snapshot of the real time data to the RTTM. The RTTM system shall allow for all system users identified by MassDOT to be notified via e-mail of these speed changes. Access to all sensor data shall be available from the software by all users at any time. All data shall be provided up to the nearest minute. The data shall be easily graphed and exported at any time by any users, with user defined parameters (time period, data intervals, data parameters (speed, occupancy, etc.), etc.).

To allow for motorist information messages and data collection of high specificity, the RTTM system shall acquire traffic data of accurate speed measurement that includes the capability of detecting stopped traffic and counting traffic volume and lane.

The RTTM system shall provide 24/7 access to all system users for all message history, with the associated date/time (stated in the local time zone), message posted by specific user or by automation, all sensor data, and travel time route data (in the system increments of every minute and other selectable intervals, such as 5, 15, 60 minutes intervals etc.). Traffic data and graphing shall be provided for the user defined parameters and be exportable to a comma delineated spreadsheet format for further analysis and use directly from the software by the user. All information shall be updated to the nearest minute.

The system shall incorporate a means of secured communications between the central hosted server and all field devices. The method of securing the communications shall be a Virtual Private Network (VPN) that restricts any unauthorized parties from remotely accessing the field devices. The Contractor is responsible for furnishing and maintaining all VPN components that interact between the system server and the field devices. If CCTV cameras are a component of this Project, then an exclusion may be made so that the video stream and/or images are also accessible to other state-approved parties (such as 511 or project websites). All RTTM equipment shall be made secure from access (both physical and electronically) at both the local and remote levels. All RTTM system operator control functions shall be password protected. The Contractor shall also ensure the physical security of those devices and:

- Shall configure equipment with strong passwords.
- Disable any used programs, protocols/ports on the modems/signs.
- Shall filter-out other Internet addresses from reaching the modems/signs (except the vendor's network that the modems/signs are being managed from).

ITEM 856.3 (Cont.)

Full system functionality shall be provided using the latest version of Microsoft Edge or Google Chrome.

The RTTM system shall operate continuously (24 hours, 7 days a week) when deployed on the Project and shall always be collecting and storing data. The RTTM system shall acquire the aforementioned data, develop travel times, identify slowed and queued traffic, and select motorist information messages automatically based on this information without operator intervention after system initialization.

The RTTM system shall automatically select default and advisory messages based on traffic conditions at a single traffic sensor point or at multiple traffic sensor points in combination.

MassDOT users shall have the capacity to create, name, and save a library of up to 20 different default or automatic advisory messages for each PCMS. The library shall have the ability to be sorted by name for ease of use. The Contractor shall preprogram a set of override messages based on guidance contained herein, and in the Contract Plans for each PCMS as a starting point for further refinement in coordination with MassDOT.

The default and advisory message content shall be programmable from the RTTM website accessed by MassDOT.

The system devices and software shall autonomously restart and notify all required users in case of power failure for any field hardware or the RTTM software.

The Contractor shall provide an API from the Contractor RTTM software to the MassDOT Smart Work Zone Manager (SWZM) software. The API shall be provided from the RTTM system and all RTTM equipment unless otherwise directed by MassDOT. The Contractor shall coordinate with MassDOT on the readiness of the API prior to the start of equipment deployment. The API shall be tested with the SWZM software no later than 14 days prior to the start of the Operational Field Test.

The Contractor shall accommodate periodic audits of the API data after system activation to confirm correctness of the data. The Contractor shall be responsible to make any corrections to the API so that accurate data is provided to MassDOT. The Contractor shall be responsible to confirm the accuracy of data to MassDOT's satisfaction.

The Contractor shall provide a video wall accessible thru a public facing website that displays still images of every RTTM CCTV simultaneously on a single page for use by MassDOT. The images are to be updated no less than every minute. The website should also provide for camera control access, to select individuals identified by MassDOT, through this same website. Camera access control shall be limited to preset views established by RTTM system administrators. This feed shall also be capable to be temporarily terminated immediately upon notice from MassDOT to a system administrator. The webpage shall be capable of being viewed by an unlimited number of viewers at the same time without degradation or interruption.

ITEM 856.3 (Cont.)**OPERATIONAL REQUIREMENTS**

The Contractor performs the required configuration of the RTTM's communications system during system initialization.

Included in the operational responsibilities is the assumption of all communication and power costs such as Federal Communications Commission (FCC) licensing, cellular telephone, wireless data networks, satellite, and Internet subscription charges, solar system support, battery maintenance, and transport and labor. In addition to these requirements, the Contractor shall assume all responsibility for any damaged RTTM equipment due to crashes, vandalism, adverse weather, etc. that may occur during the systems deployment.

Communications between the RTTM software and any individual PCMS, CCTV, and PTS are independent through the full range of deployed locations and do not rely upon communications with any other PCMS, CCTV, or PTS except when co-located on the same piece of equipment. The RTTM's communications system incorporates an error detection, correction, and notification mechanism to ensure the integrity of all traffic condition data and motorist information messages.

RTTM SUBMITTALS AND SCHEDULE

A maximum of 7 Days after Notice to Proceed (NTP), the Contractor shall submit the following information to MassDOT for review and approval:

- Contractor shall provide a qualifications package that details the following:
 - Contractor shall provide documentation demonstrating experience in deployment, maintenance, and management of multiple RTTM projects similar in size, concept, and scope to the system proposed herein completed in the last five (5) years. Experience should show work done by individuals who will be assigned to this project as well as that of the company. Projects referred to should be identified and provide the name of the customer shown, including the name, email addresses, and telephone number of the responsible official of the agency who may be contacted for verification.
 - Contractor shall provide the number, and names where practicable, of executive and professional personnel, programmers, consultants, etc., who will be engaged in the work on behalf of the Contractor. Show where these personnel will be physically located during the time they are engaged in the work. Include a resume or similar document indicating the education and experience in work zone ITS solutions for each individual. Indicate the responsibilities each will have in this project and how long each has been with the company. Identify subcontractors intended for use and the services they will perform.

ITEM 856.3 (Cont.)

For this project, the Contractor must include at least the following roles: Project Manager, local systems manager, local field maintenance and repair personnel, and software specialist. The local system manager must be experienced in maintaining this type of system, certified/trained on all equipment used as part of the system, shall be equipped with an internet connected laptop for mobile device maintenance and calibration, and shall be locally available to service and maintain system components, maintain the system software (or can immediately get in touch with someone who can), maintain the API, move portable devices as necessary, and respond to emergency equipment situations. The local system manager shall be responsible for coordinating the placement of devices in the project areas. The local system manager shall supply a phone number to the MassDOT for contact, and at least one alternate phone number. The Contractor will be required to provide contact information for others responsible for maintenance of the system.

Upon Approval of the qualifications and a maximum of 30 Days after NTP, the Contractor shall submit the following information to MassDOT for review and approval:

- The Contractor shall meet with MassDOT (in a manner approved by MassDOT) and then propose the actual initial device layout to MassDOT for approval. Contractor shall provide a plan at an appropriate scale and detail depicting the initial device layout. The plan shall clearly identify the proposed location for all devices, proposed route segments, system logic, third-party data sources and uses, and PCMS messages based on the route segments impacted by the project. Contractor may supplement this submission with a Google Earth Keyhole Markup language Zipped (KMZ) file or similar commonly available and free format for ease of review.
- Upon request by MassDOT, the Contractor may be required to submit all brochures and cut sheets on all the equipment to be used as part of the RTTM system, with details of how and which communications systems shall be used, and example of the software interface, details on the software system, details on the API, and computer requirements.
- The Contractor shall provide a written or email request to MassDOT for the names and email addresses of all system users. MassDOT shall supply the information within 15 business days of receipt of the request. MassDOT shall also specify what permission level each user shall be allowed (Viewer, Operator, Administrator etc.) and which shall receive automated system messaging as required herein. The Contractor shall supply system usernames and passwords a minimum of seven (7) days prior to the start of the operational field test period.

A maximum of 60 days after NTP, the Contractor shall submit the following information to MassDOT for review and approval:

ITEM 856.3 (Cont.)

- Final device layout plan: Contractor shall provide a final device layout plan to specify the location of each device with proposed coordinates in a plan view format at a sufficient viewable scale and detail to clearly convey the proposed location. Contractor shall label each device or data stream with a unique identifier. Contractor may supplement this submission with a Google Earth KMZ file or similar commonly available and free format for ease of review. The Contractor shall field verify that there is sufficient space available for all equipment indicated on the plan.
- Cross-Sectional Layout and Detail Plans: Contractor shall provide cross-sectional photo views of each proposed device location. The photo view shall show the proposed device location marked in the field. Said plan shall clearly identify the clear zone required, proposed offset from edge of traveled way to the closest edge of the device, any site modifications (leveling pads drainage modifications etc.) needed for installation, and the layout of any protection required. Site modifications and protection layouts will require a site plan depicting the location, materials, and slopes needed to complete the installation in accordance with MassDOT requirements.
- Contractor shall provide all installation manuals for each traffic sensor type to be utilized on the project for review purposes.
- Contractor shall submit intended system testing procedures for review and approval.
- Contractor shall supply sample malfunction email message format for review and approval.
- Contractor shall verify in writing that communications signal strength and solar requirements have been verified for each device location.
- Contractor shall confirm requirements of RTTM devices to be crash-worthy according to MassDOT and that the proposed RTTM devices meet any requirements, as necessary.

All the required components of the RTTM system as specified herein shall be installed, fully operational and free from malfunction for a minimum period of seven (7) days prior to the beginning of the operational period. PCMS shall be operational 14 days prior to the Long-Term Shutdown for use in messaging the upcoming Long Shutdown. **No work shall begin on the project that will reduce the available roadway capacity prior to completion of the operational field test period.**

ITEM 856.3 (Cont.)**WEBSITE REQUIREMENTS**

Any system Website shall have the following:

- The Website shall be secure (https:// protocol) configured to provide a password protected link for approved personnel to have access to the operational characteristics of the system to manually override messages on the RTTM PCMS’.
- Each RTTM device and data stream shall have a unique and descriptive (Roadway, Direction, device number, Mile Marker, etc.) device identifier. These identifiers shall be coordinated with and approved by MassDOT at the beginning of the project and shall not change unless approved by MassDOT.
- The Website shall be configured to display current traffic conditions and real time speed at all locations to the nearest minute. The “real time” travel time information displayed on the PCMS’ is updated every one (1) minute minimum and the system software information is updated simultaneously with the travel time information displayed on the PCMS’.
- The system shall be configured to support the scheduling of message overrides by the operator. Such scheduling shall allow the operator to set a message on a sign or group of signs simultaneously to turn on and to turn off at times set in the future and automatically return to the previous message automation without user intervention.
- Via the internet and the dedicated website, the system shall provide a full color map using Google Maps or equivalent depicting the project area with locations of portable traffic sensors, PCMS, and CCTV Cameras. Using the defined color-coding scheme, the map reflects the current average speed at each portable traffic sensor and displays the entire information message being shown by each PCMS either on the map or on another part of the websites main page. The map and all device data shall be automatically refreshed a minimum of once every minute and GPS location verified a minimum of every 15 minutes (minimum) to automatically display any changes to portable traffic sensor(s), CCTVs, and PCMS’s. The system shall also allow for access to, PTZ control of, and live streaming of the CCTV Camera feeds via the same system interface.
- The system travel time and speed information are to be updated simultaneously with the traffic speed information recorded on the Portable Traffic Sensors. The system shall be capable of displaying traffic speeds using a three-tiered color-coded logic. An example typically utilized would be green above 45 mph, yellow 34 –16 mph, and red below 15 mph (as appropriate for each roadway segment monitored). This logic is subject to modification by MassDOT at any time during the Project.

ITEM 856.3 (Cont.)

- Provide immediate access to the historical and current real-time (up to the previous minute) traffic data (for speed, volume, and occupancy), malfunction logs, login access, PCMS messages and overrides, and logs being recorded by the RTTM as part of the Project via the system interface. This data shall also be made available for a period of six (6) months following acceptance of the data provided by the Contractor to MassDOT.
- Access to RTTM website shall be via an external website portal or remote client software access. Full system functionality shall be provided using the latest version of Microsoft Edge or Google Chrome.
- The website shall allow MassDOT's own website or project specific website to link to it.

EQUIPMENT REQUIREMENTS

The RTTM system shall consist of the following equipment as a minimum:

- Portable Traffic Sensors (PTS).
- Portable Changeable Message Signs (PCMS).
- Mobile Video CCTV Cameras (CCTV).
- Communication equipment for all above pieces including wireless data networks, base stations, cell phone data interfaces, Ethernet network interfaces, and internet interfaces.
- Customized and secure (<https://> protocol) webpage integrated with the RTTM System such that all RTTM devices may be monitored or modified via the RTTM System by MassDOT.
- Software package customized for this project's needs or equivalent.
- Application Programming Interface (API), from the Contractor RTTM software to the MassDOT Smart Work Zone Manager (SWZM) software.
- In addition to the above specified equipment, the following requirements shall be met for each RTTM PTS, PCMS, and CCTV:
 - Each shall be individually mounted trailer units with solar, battery, or continuous power sources (non-motorized). Multiple devices may be co-located on a single trailer unit. If multiple devices are co-located on a single trailer unit, battery and power supply shall be provided to meet the minimum requirements for all devices on each platform.

ITEM 856.3 (Cont.)

- Each shall be equipped with digital modems or wireless data interfaces for use with multiple bandwidths as required.
- Each shall be linked to the RTTM System and accessible to MassDOT.
- Each device shall have all components secured with locked compartments to prevent unauthorized access.
- Each PCMS device shall be NTCIP-compliant, and CCTV and PTS shall be NTCIP-compatible.
- Local operation of each device shall be password protected to restrict unauthorized access.
- Each device shall be installed such that it cannot be removed or relocated by unauthorized personnel.
- Contractor shall verify that adequate communication signal strength is available at each device location to ensure all devices always communicate with system.
- Contractor shall ensure that all minimum power requirements are met regarding each device as specified herein and able to be maintained at each device location.

Portable Traffic Sensors (PTS)

- The RTTM system PTS at all data collection locations shall be such that the accuracy is not degraded by inclement weather and visibility conditions including precipitation, fog, darkness, excessive dust, and road debris. These sensors shall be capable of acquiring bi-directional traffic data for up to 10 lanes of traffic on a lane-by-lane basis. The data acquired shall provide traffic volume, individual vehicle speed, and lane occupancy on a lane-by-lane basis. Each sensor location shall record data for both directions of travel regardless of whether the data is needed for travel time reporting. This is required for data recording purposes only. If a singular device cannot accurately capture both directions of travel, a supplemental device shall be supplied to record data on the direction of travel that cannot be recorded by the singular device required for travel time reporting unless otherwise approved or directed by MassDOT. Use of Doppler Radars, third party data streams (INRIX etc.), Bluetooth, Wi-Fi or Bluetooth/Wi-Fi combo sensors, and data on any project will require approval by MassDOT prior to the start of the project. These devices shall not be used at any data collection location specified in the Contract Plans.
- Each PTS sensor shall communicate with the RTTM System to modify the appropriate PCMS messages depending on the prevailing traffic speed.

ITEM 856.3 (Cont.)

- The PTS shall be capable of being installed along the roadway at a manufacturer recommended height and angle such that recording traffic data on each lane is not occluded by any of the adjacent travel lanes.
- The Contractor shall utilize existing travel time data from MassDOT's GoTime system. The contract shall request a username and password from MassDOT to access the existing data. Data will be transmitted in an XML format.

Portable Changeable Message Signs (PCMS)

- The signs shall be trailer mounted. The message panel shall be at least seven (7) feet above the pavement, present a level appearance, and be capable of displaying up to a minimum of eight characters in each of three lines at a time. Each PCMS to be used as part of the RTTM system shall be a NTCIP-compliant LED display and shall conform to Section 6 of the MUTCD. All messages shall be as defined on plans, in this specification and as coordinated and approved by MassDOT.
- Due to spatial constraints within the Right of Way (ROW) in some project areas, smaller sized PCMS may be required. It shall be the Contractors responsibility to ascertain if sufficient space is available at all proposed PCMS locations, outside of those identified on the Contract plans, to accommodate a full-size PCMS. If a full-size PCMS cannot be accommodated due to spatial constraints within the ROW, an urban or intermediate size PCMS, meeting the criteria detailed in this special provision and having a minimum display size of 36 by 72 inches shall be provided unless otherwise approved by MassDOT.
- The PCMS shall be compliant with the latest approved NTCIP.
- The PCMS shall meet the following requirements for Visibility and Legibility:
 - Visibility: PVMS messages shall be visible within a distance range of 1,200 feet from the VMS display face under the following conditions:
 - When the PVMS is mounted so its bottom side is positioned between five (5) and 20 feet above a level roadway surface.
 - 24 hours per day and in most normally encountered weather conditions experienced in Massachusetts.
 - During dawn and dusk hours when sunlight is shining directly on the display face or when the sun is directly behind (silhouetting) the PVMS.
 - When viewed by motorists and travelers that have 20/20 corrected vision.

ITEM 856.3 (Cont.)

- When the motorist eye level is three (3) to 12 feet above the roadway surface.
- Legibility:
- At horizontal viewing angles up to 45 degrees from the display, the characters shall be legible from 800 feet.
- At extreme horizontal viewing angles of up to 82 degrees from the display, the characters shall be legible from 140 feet.
- The sign shall include automatic dimming for night-time operations.
- The message sign shall provide for remote sign operation via RTTM system allowing operators to manually override the automated messaging to display a message at any time. The operator shall be able to cancel this override and initiate the systems automated messaging feature. Each message sign shall be capable of password protected manual local operation via a hard-wired keyboard control.
- All messages are to be center-justified.
- Messages to be displayed shall have the capability to be modified autonomously at various times of the day and days of the week.
- Any request to change the messages on the PCMS shall be approved by MassDOT.
- The RTTM system shall display and record message board solar charge and the battery capacity.
- The message board shall utilize a hydraulic lift to raise and lower the sign panel to display height and a locking mechanism to prevent rotation.
- Solar panel array shall be sized to always provide continuous operation at the proposed field location.
- The battery bank shall have adequate amp-hr capacity to operate the message board continuously in the absence solar recharge for a minimum of 14 days.

ITEM 856.3 (Cont.)

- CCTV Cameras
-

The RTTM system shall be configured with the following camera requirements as a minimum:

- The CCTV camera shall be capable of displaying up to eight (8) preset view zones, each with a unique user entered title. The Contractor shall program the CCTV camera with preset view zones, including : The main directions of travel (i.e., north, south, east, and west directional zones) unless otherwise specified by MassDOT.
- The CCTV camera shall be programmable to blank out up to four (4), four-sided areas to electronically block portions of the camera's field of view from being displayed. These privacy zones shall move and adjust sizing synchronously with camera movements and degree of lens zooming.
- CCTV Camera and all necessary components shall operate in an autonomous manner 24/7 for a minimum of 14 days without a solar charge.
- CCTV Camera images, streaming video and controls shall be always secured from unauthorized remote access.
- The CCTV camera trailers shall provide a telescoping mast that allows for the camera to be located a minimum of 30 feet above the ground surface.

The RTTM system shall be configured with the following streaming video requirements:

- The streaming video from the cameras shall be provided in a format capable of being displayed at the MassDOT HOC and the project web page.
- The web page provided shall allow at least 20 users to access the streaming video on the web page without having the frame rate drop to less than one (1) frame per second.
- The streaming video must be viewable through the RTTM system.
- The RTTM system shall be able to view and control multiple CCTV Cameras from the same screen via the RTTM website.

ITEM 856.3 (Cont.)**DATA REQUIREMENTS**

The following data acquisition requirements are to be met:

- All traffic data acquired by the RTTM system including but not limited to calculated data fields and shall be archived in a log file with time and date stamps for the duration of the project. During the project, MassDOT shall have the ability to immediately access any archived data from the RTTM website.
- The RTTM system vendor shall provide MassDOT all project archive data monthly unless otherwise approved by MassDOT. This logged information will be in a comma delineated spreadsheet format for all traffic data and log information. All data shall be provided in 15-minute intervals reported by device labeled with the approved unique device or data stream identifier. Said intervals shall be provided on a lane-by-lane arrangement by device/data stream. The Contractor shall coordinate with MassDOT on appropriate method of delivery for all project data (DVD, portable media device, external website posting, FTP, etc.). The Contractor shall also supply a map displaying the locations of all equipment with its unique device identifier used as part of the RTTM system. Accompanying this map shall be a detailed description of where each device was installed (shoulder, median, overhead structure location), what lanes the devices were collecting data on (if applicable), how lanes relate to the device, and data fields recorded, as well as latitude and longitude coordinates for each device.
- All system log information shall be provided in chronological order by event (malfunction, overrides, speed alert etc.).
- The vendor shall only modify the format of the data to be provided upon approval from MassDOT.

Each RTTM device or data stream shall have a unique device/data stream identifier. These identifiers shall be coordinated with MassDOT and approved by MassDOT at the beginning of the Project and shall not change unless approved by MassDOT.

SYSTEM OPERATIONAL PERFORMANCE

The following operational performance requirements shall be met:

1. To ensure a prompt response to incidents involving the integrity of the RTTM system devices, the Contractor shall be required to make all necessary corrections to any and all of the components of the RTTM system (with the exception of MassDOT supplied devices and the Contractor supplied website) within 12 hours of notification by MassDOT. If all corrections are made within this 12-hour period and the system is brought back on-line, no pay reduction will occur.

ITEM 856.3 (Cont.)

If the 12-hour timeframe expires and the components of the system are not fully restored to proper working order, payment deductions for the system will be made for that day and daily until the entire system is brought back on-line at the discretion of MassDOT. The payment deduction will be determined as follows:

1 day = \$5,000.00	6 days = \$30,000.00
2 days = 10,000.00	7 days = \$35,000.00
3 days = \$15,000.00	8 days = \$40,000.00
4 days = \$20,000.00	9 days = \$45,000.00
5 days = \$25,000.00	10 days = \$50,000.00

Each 24-hour period in excess of the initial 12-hour period during which the RTTM system is not working will be measured as one (1) day.

2. If the components of the RTTM system are down for more than 10 total days in a month whether they are consecutive or cumulative, then MassDOT reserves the right to require removal of the RTTM system at this time and replacement with a different system. The Contractor shall continue to be penalized at the payment deduction of \$10,000.00 per day for each day, after the initial 10-day penalty that the system is out of compliance with this specification.

Each 24-hour period in excess of the initial 12-hour period during which the RTTM system is not working will be measured as one (1) day.

3. MassDOT reserves the right to remove any RTTM system component at any time if it determines the system is not performing in accordance with this specification, in which no further payment shall be made.
4. If the system is not fully approved for use prior to the beginning of the operational period, a pay reduction as detailed above shall occur until the system is approved by MassDOT.

The RTTM system shall perform with no major malfunctions throughout the entire contract unless MassDOT requests the system to be removed. Malfunctions include, but are not limited to the inability of the equipment to provide accurate-real time travel time information, inability to withstand a construction roadside environment or normal weather conditions, etc. MassDOT reserves the right to terminate this item at any time if it determines this RTTM system is not performing in accordance with this specification.

TRAINING AND SUPPORT

The following personnel, training and support shall be required:

- Contractor shall ensure that the RTTM system is furnished, installed, and maintained by personnel who are experienced in this type of work. Deploying firm/personnel must have a minimum of five similar deployments.

ITEM 856.3 (Cont.)

- Training will be provided to project staff on the use and operation of the RTTM System Software.
- The Contractor shall provide training of up to eight (8) hours for MassDOT personnel and their agents on the use and operation of both the physical field hardware and the RTTM system software. The Contractor is to coordinate with the MassDOT as to the exact location and time of the training.
- Training shall be completed upon installation of all RTTM devices in the field but prior to the operational field test period or as directed by MassDOT. It is the responsibility of the Contractor to provide training manuals, class notes, and other instructional materials for up to twenty (20) attendees at the training session. No training shall begin unless and until, in the opinion of MassDOT that, the RTTM system is sufficiently complete and operational such that the training would be useful.
- Contractor shall ensure that a Local Systems Manager or other vendor equipment certified on-site maintenance specialist, who is capable of troubleshooting and correcting any issues with all the RTTM system equipment and software is locally available 24 hours a day, 7 days a week to maintain the system components. Said activity may require movement of portable devices deployed as part of the RTTM System as necessary to respond to emergency situations within four (4) hours. The specialist shall be equipped with sufficient resources and commonly needed spare equipment (i.e., modem, camera, sensor, PCMS) to make needed corrections of deficiencies within eight (8) hours of written/email notification. The Local Systems Manager shall also attend the MassDOT training session and be introduced and available to MassDOT Project personnel.

BASIS OF PAYMENT

Item 856.3, REAL-TIME TRAFFIC MANAGEMENT SYSTEM FOR WORK ZONES, will be paid for at the Contract unit price per Lump Sum complete in place, which price shall include all labor, materials, equipment and incidental costs required to complete the work.

Payment for the RTTM system will be as follows:

- 25% will be paid when all RTTM equipment is delivered to the job site
- 25% will be paid when MassDOT approves completion of the operational field test and demonstrates that the RTTM website and API are up and running according to this specification
- 50% will be paid upon removal of the entire system from project areas when directed by MassDOT and all historical data has been provided to and approved by MassDOT.

Removal of the RTTM System and its components shall be considered incidental to Item 856.3 and no further compensation will be allowed.

ITEM 856.3 (Cont.)

Should communications with any device become unreliable or unavailable at any time while in use, the Contractor shall correct by any means necessary (relocate device if possible, switch cellular provider, switch equipment, etc.) at no additional cost.

Contractor shall ensure that all devices have adequate power in accordance with the requirements of this special provision at all times by any means necessary (e.g. provide alternate power source) at no additional cost.

Mobilization, installation, relocation, or removal of the RTTM system, or any of its components, from the project shall be considered incidental to Item 856.3 and no further compensation will be allowed.

Portable Traffic Sensors (including any Doppler radar units, Bluetooth, Wi-Fi, Bluetooth/Wi-Fi combo readers) utilized as part of the RTTM system, CCTV Cameras and Portable Changeable Message Signs (regardless of size utilized as part of the RTTM System) shall be considered incidental to Item 856.3 and no further compensation will be allowed.

Implementation of the API shall be considered incidental to Item 856.3 and no further compensation will be allowed.

Acquisition of any third-party data utilized as part of the RTTM system shall be the Contractor's responsibility and considered incidental to Item 856.3 and no additional compensation will be allowed.

Any type of permits, engineered site plans, temporary traffic control, equipment, removal or installation of guardrail, concrete barrier, impact attenuators or traffic control devices, site work, grading or material placement to complete the installation of any of the RTTM equipment shall be considered incidental to Item 856.3 and no further compensation will be allowed.

The RTTM system operational costs shall be considered incidental to Item 856.3 and no further compensation will be allowed.

<u>ITEM 859.1</u>	<u>REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS</u>	<u>DAY</u>
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Work under this Item shall conform to the relevant provisions of Sections 824 and 850 of the Standard Specifications and the following:

DESCRIPTION

The work under this Item consists of furnishing, installing, maintaining in proper operating conditions, and removing reflectorized drums, and any necessary ballast, equipped with sequential flashing warning lights.

MATERIALS

Reflectorized drums shall be listed on the MassDOT Qualified Traffic Control Equipment List.

Reflective sheeting on drums shall meet or exceed ASTM D4956 Type VIII. All drums shall be maintained in a satisfactory manner including the removal of oils, dirt, and debris that may cause reduced retroreflectivity.

The Contractor shall use one of the following sequential flashing warning light systems unless otherwise approved by the Engineer:

1. Empco-Lite LWCS.
2. pi-Lit® Sequential Barricade-Style Lamp; or
3. Unipart Dorman SynchroGUIDE.

Sequential flashing warning lights shall be secured to reflectorized drums per the light manufacturer's specifications.

CONSTRUCTION METHODS

The first ten drums in any merging or shifting taper as designated in the Temporary Traffic Control Plan shall be equipped with sequential flashing warning lights. These lights shall be operating, at a minimum, between dusk and dawn when the taper is deployed.

The successive flashing of the sequential warning lights shall occur from the upstream end of the merging or shifting taper to the downstream end of the taper in order to identify the desired vehicle path. Each warning light in the sequence shall be flashed at a rate of not less than 55, nor more than 75 times per minute.

Warning lights shall be powered off when drums are not deployed in a taper.

ITEM 859.1 (Continued)**METHOD OF MEASUREMENT**

A group of ten (10) reflectorized drums with sequential flashing warning lights is considered one (1) unit and will be measured by the Day. Each period of up to 24 hours during which this unit is in use will be measured as one day regardless of the number of times that the drums are positioned, repositioned, removed, or returned to service.

BASIS OF PAYMENT

Reflectorized Drums with Sequential Flashing Warning Lights will be paid for at the Contract unit price per Day, which shall include full compensation for furnishing, positioning, repositioning, and removing the group of ten (10) drums as directed by the Engineer.

ITEM 859.25**INCIDENT RESPONSE OPERATIONS PLAN****LUMP SUM****DESCRIPTION**

The Contractor shall develop an incident response operations (IRO) plan for review, comment and approval by MassDOT prior to the Notice to Proceed. This plan shall detail response protocols for incidents (vehicle crashes, breakdowns, etc.) within the project limits during bridge closures (this is in addition to the contingency plans required and detailed previously).

CONSIDERATIONS

At a minimum the IRO plan shall detail and include the following:

- Communications protocols to detail individuals to be notified and process upon an incident taking place;
- Provision of tow trucks/wrecker(s);
- Location of equipment (e.g., tow trucks/wreckers) to provide for timely response and resolution of incidents.

The Contractor shall develop a communications protocol detailing points of contact and coordination required with impacted parties and jurisdictional agencies to be put in effect upon an incident on the roadway (Route 24 NB/SB and Canton Street) within the limits of the project. Communications plan must include flexibility and redundancy to assure timely response to incidents 24 hours a day, throughout the duration of the bridge closures. Communications protocol shall include required coordination between Contractor forces and State and local Police, Engineer, MassDOT personnel including the MassDOT HOC and District 6 Office, City of Randolph and Emergency Responders (State and local Police, Fire and EMS). IRO plan must include required jurisdictional decision making process in the event of an incident that requires modification to available lanes on Route 24 NB/SB and Canton Street.

Contractor shall provide a minimum of two (2) Light Duty Tow Trucks (i.e., tow trucks) capable of towing a standard passenger vehicle and one (1) Heavy Duty Wrecker (i.e., wrecker) capable of towing a large fleet vehicle. Tow trucks and wreckers shall be provided, maintained and available per the Schedule of Service below for the duration of the Contract. The tow truck/wrecker company shall be fully bonded and insured. Any tow truck/wrecker driver determined by the Engineer to be unable to perform their duty may be removed at the discretion of the Engineer. If the driver is removed, the Contractor shall immediately retain another qualified driver to serve as a replacement and shall suspend operations as necessary until this replacement driver can be provided.

Such a suspension of operations shall not be considered as a basis for a claim or an extension of time. Drivers used during the performance of the Work shall be at least eighteen (18) years of age.

ITEM 859.25 (Continued)

Drivers used during the performance of the Work shall possess a current and valid Commercial Driver's License. Prior to the start of work, the Contractor shall provide to the Engineer a written list of drivers to be used, including the most recent date of licensing or re-licensing for each person listed. All drivers shall carry their approved Commercial Driver's License with them while performing towing duties.

SCHEDULE OF SERVICES

The light duty tow trucks and drivers shall be located in proximity to the site during all hours of construction when bridge closures/detours are implemented, for the duration of the Contract. The heavy duty wrecker and driver shall be on stand-by during all hours of construction when bridge closures/detours are implemented, for the duration of the contract.

Contractor shall locate tow trucks and wreckers to assure a response time (i.e., arriving on site) of no more than 10 minutes for tow trucks and 20 minutes for heavy duty wreckers from the reporting of an incident. Locations of the tow trucks/wreckers shall be coordinated with MassDOT.

The prevailing wage rate classification that will be enforced on this Contract for the "Tow Truck" Driver is "Teamster Truck Drive

CONTRACTOR'S REQUIREMENTS

Contractor Qualification:

- a) The tow company principal owner/operator must have 3 years of experience providing towing services for a government agency on Massachusetts highways.
- b) The Contractor must currently employ ten (10) or more properly licensed and trained certified full time tow truck operators.
- c) The Contractor must currently own or lease at a minimum 6 tow or ramp trucks and one heavy-duty wrecker.
- d) The Contractor must be able to provide proof that he/she has the financial capabilities to comply with the additional vehicle requirements listed in the special provisions.
- e) Contractor must supply a copy of a Certificate of Participation in a drug and alcohol testing program.
- f) Certificate of Good Standing issued by the Secretary of State's Office.

CONTRACTOR'S PERSONNEL

The Contractor shall insure that all Contractor personnel are competent and reliable. All such employees must have sufficient skill and experience to properly perform the work assigned to them and to operate and maintain the equipment involved. MassDOT reserves the right to direct the Contractor to replace any individual determined by the Engineer to be incompetent or believed to be under the influence of drugs or alcohol.

ITEM 859.25 (Continued)

All Contractor personnel assigned to this Project must meet or exceed the following:

- 1) Tow operators must possess a current valid Commercial Driver's License.
- 2) Ability to read, write, and comprehend the English language.
- 3) Must read and demonstrate an understanding of the Laws of the road of Massachusetts and the rules and regulations governing Massachusetts.
- 4) Previous experience in vehicle repairs and maintenance.
- 5) Communicate effectively by two-way radio.
- 6) Ability to maintain accurate records.
- 7) Knowledgeable of the area of work/roadway/exit/on-ramps

TOW TRUCK OPERATOR

The Contractor shall supply the services of two (2) light duty and one (1) heavy-duty wrecker per shift as described herein. The tow truck services are necessary in order to help maintain a minimum disruption to the flow of traffic within the project limits.

The tow trucks shall remove disabled vehicles to a safe location outside the Project limits.

The Contractor is prohibited from charging a fee for performing repairs to vehicles it has towed. The Contractor is prohibited from charging tow fees to vehicles it has towed while being compensated by MassDOT. Tow truck operators will be dispatched at the direction of the Engineer.

The tow truck/wrecker hours are subject to change as determined by the Engineer.

The duties of the tow truck operator shall include but will not be limited to the following:

- Tow vehicles as directed
- Perform minor repairs when possible to vehicles disabled in the project limits (including providing fuel to vehicles that are disabled (i.e. out of fuel) to facilitate the removal of the vehicle)
- Check lane for disabled vehicles
- Perform deployment and maintenance task as designated by MassDOT
- Participate in incident response tasks and clean-ups
- Operate radio and transmitting equipment
- Maintain records as instructed
- Report incidents to the Engineer

ITEM 859.25 (Continued)**SAFETY EQUIPMENT**

Tow truck operators shall be required to wear safety vests and hard hats at all times.

Tow Contractor Liability:

Tow Contractor assumes liability for all vehicles it is towing and is responsible for providing the proper equipment to perform such task.

MassDOT Approval:

MassDOT reserves the right to approve and inspect all vehicles, equipment, and personnel assigned to services under this Contract.

CONTRACTOR FINES

It is brought to the Contractor's attention that dependability and proficiency in regard to scheduling and work performance is critical to this project. The failure of the Contractor's employees to arrive on site as scheduled (see schedule of services section above) and to perform duties in a timely manner (respond to incidents in 10 minutes or less for light duty tow trucks and 20 minutes for heavy duty wreckers) may result in the assessment of a non-response penalty against the Contractor as listed. Non-response penalty assessed will be deducted from Contractor payments.

Fines

Late on site arrival: \$ 5,000.00 per unit hour per incident request.

INSURANCE

The Contractor shall maintain the following minimum insurance levels:

- a. General Liability-Comprehensive general liability insurance including, but not limited to, covering premises, operations, products and completed facility negligence or willful misconduct in providing any other service under agreement and having limits for bodily injury of one million (\$1,000,000.00) dollars per occurrence and limits for property damage of one million (\$1,000,000.00) dollars per occurrence. An additional umbrella policy will be required to cover all exposures of one million (\$1,000,000.00) dollars per occurrence.
- b. Each tow vehicle shall be insured with a minimum of one million (\$1,000,000.00) combined single limit dollars per accident.
- c. Workers' Compensation as required by Massachusetts State Laws including employers' liability limit of \$100,000/ 100,000/ 100,000.
- d. MassDOT shall be named as an additional insured in each policy (except Workers' Compensation) and shall be entitled to ten (10) days advance written notice of any modification or cancellation of said policies. The Tow Contractor shall furnish MassDOT with certificates evidencing such insurance.

ITEM 859.25 (Continued)**LIGHT DUTY TOW TRUCK WITH OPERATOR**

Light duty truck shall have a 1-1/2 ton chassis with a diesel engine capable of handling a gross weight of 15,000 pounds. The light duty tow truck shall be equipped with underlifts with a minimum capacity of 4 tons. Light duty tow shall also be equipped with a 10 ton boom and include dual winches with a minimum cable requirement of 100 feet by 3/8-inch wire rope. The substitution of the light duty truck with a ramp truck is acceptable. The response time of the crew shall be such that the light duty tow trucks shall be at the designated scene of the incident within ten (10) minutes of notification by the Engineer.

STANDBY HEAVY-DUTY WRECKER SERVICE

The standby heavy-duty wrecker shall be a design accepted by bus companies with underlifts. The underlifts shall have a capacity of twenty five tons, equipped with dual winches. Heavy wreckers must have a minimum of 150 feet by 3/4 inch wire rope.

The standby heavy-duty wrecker shall not routinely patrol the Project area but shall be on standby to respond to accidents and/or remove vehicles that cannot be handled by the light duty tow trucks. The heavy-duty wrecker may be utilized for any emergency as directed by the Engineer. The wrecker operator shall receive appropriate training for such designated tasks.

The standby heavy-duty wrecker, along with its crew, shall operate on standby basis, to be called at any time by the Engineer. The response time of the crew shall be such that the heavy-duty wrecker shall be at the designated scene of the incident within twenty (20) minutes of notification by the Engineer.

Each tow truck shall be equipped with amber cab and bi-directional white take down alley mounted flashing lights, two-way radio, and public address system and tow rig.

All of the tow trucks shall bear inspection stickers issued by the Massachusetts Registry of Motor Vehicles and shall meet the following minimum requirements.

The tow trucks shall:

- A. Comply with all legal light requirements, and, in addition, shall have mounted thereon a revolving light capable of 360-degree visibility. This light shall not be used during daylight hours except when visibility is seriously impaired, and shall be used only at accident and emergency scenes and while in-route to such a scene. While engaged in towing said trucks should use the closest available right-hand lane.
- B. Carry a portable tail and stop lamp bracket (drag lights), with an extension cord capable of being mounted on the rear of the damaged or disabled vehicle.

ITEM 859.25 (Continued)

- C. Carry a broom, shovel, flags, flares, hydraulic jack, adequate standard first-aid kit, one five-pound and one two-pound fire extinguisher, one four foot and one six foot pinch bar, and two snatch blocks or the equivalent, with sufficient strength to carry any strain capable of being applied by the wrecker when necessary.
- D. Carry a portable dolly for hauling un-towable vehicles.
- E. Be in good mechanical condition, clean and presentable at all times.
- F. Be properly registered and insured and hold all applicable licenses and permits.
- G. Carry a clearly visible sign informing the motoring public that the tow trucks are being provided by Mass DOT as a service to the public and that no fees will be charged for such service.
- H. Contractor shall provide Mass DOT with a copy of the registration for each vehicle utilized for the project or a master registration if tow trucks use Massachusetts repair license plates.

In addition, each tow truck shall be supplied with a minimum of the following:

<u>DESCRIPTION</u>	<u>QUANTITY</u>
20-lb purple K power fire extinguisher	1
Oil/petroleum spill kit	1
2-1/2 gal. Extinguisher	1
2 gal. Emergency gas cans (Gasohol)	2
Snatch blocks, 20 ton	2
1/2 in tow chain 12'	1
5 gallons of gasoline	1
5 gallons diesel	1
Floor Jack	1
20-lb CO2 fire extinguisher	1
Fire ax	1
5 gal. Water can (summer)	1
Truck air brake release kit	1
3/8 in. tow chain, 12'	1
Flashlight	1
Flashlight Batteries	2 spare sets
Clipboard	1
Rain jacket	1
Motorcycle dolly /straps	1

All trucks shall be kept clean and well maintained and will be subject to daily inspection by MassDOT.

ITEM 859.25 (Continued)**BASIS OF PAYMENT**

Item 859.25 will be paid for at the Contract unit price per LUMP SUM, which price shall include all costs to provide services as stipulated and required, shall include development of an approved IRO plan, provision of required personnel and communications, provision and location of tow trucks and heavy duty wrecker(s) and all other requirements detailed above to develop and implement approved IRO plan, including incident management staging, response plan for incidents within the project limits for the duration of the project, all labor, materials, equipment, and all incidental costs required to complete the work.

Payment of 20% of the LUMP SUM bid price of this Item will be made after MassDOT's approval and acceptance of the Incident Response Operations Plan.

The remaining eighty percent (80%) of the LUMP SUM bid price of this Item will be paid in two equal installments each distributed after the completion of a bridge closure.

The monthly payment will be withheld for any month in which the Contractor has not performed all activities to fully comply with the Incident Response Operations Plan as determined by the Engineer.

<u>ITEM 868.06</u>	<u>6 INCH REFLECTORIZED WHITE LINE (EPOXY)</u>	<u>FOOT</u>
<u>ITEM 869.06</u>	<u>6 INCH REFLECTORIZED YELLOW LINE (EPOXY)</u>	<u>FOOT</u>

The work to be done under these items shall conform to the relevant provisions of Section 860 of the Standard Specifications and the following:

Work under these items shall consist of the furnishing and installation of regular-dry white and lead-free yellow EPOXY reflectorized pavement markings (including edge lines, skip lines, gore lines).

As work incidental to these items the Contractor or epoxy material supplier shall measure the performance of the pavement markings upon installation according to the measurement and sampling procedures outlined in ASTM D6359 using a new hand-held 30 meter retroflectometer.

MATERIALS

For epoxy applications, the Contractor shall use one of the following products, or approved equivalent:

- Ennis Flint HPS-3,
- Epoplex LS-70,
- Swarco 1180 series

CONSTRUCTION METHODS

All work shall be done in accordance with the material suppliers specifications and the following:

During marking operations, the pavement surface where the epoxy is to be placed shall have a minimum temperature of 40° F and the air temperature shall be at least 35° F.

The pavement surface on which the epoxy paint material is placed shall be clean and dry. Existing traffic markings shall be removed by blasting or grinding. The curing compound on Portland cement concrete shall also be removed. Existing markings shall be removed so that at least 95% of the underlying pavement is visible. The abrasive material shall be removed from the pavement surface before the pavement is opened to uncontrolled traffic flow.

The epoxy paint markings shall have a thickness of 25 mils \pm 1 mil, calculated without drop-on glass beads. All markings shall have uniform thickness with a uniform distribution of glass beads throughout the line width. The width of lines shall be as specified with a tolerance of 0.25 inches. Markings shall have sharp edges and cutoff at the ends.

Glass beads shall be applied as a reflective medium, using the double drop method, at a rate in accordance with the epoxy manufacturer's specification.

ITEMS 868.06 and 869.06 (Continued)

METHOD OF MEASUREMENT

Item 868.06 and Item 869.06 will be measured for payment by the Foot, complete in place. Measurements will be per Subsection 860.80.

BASIS OF PAYMENT

Item 868.06 and Item 869.06 will be paid for at the respective Contract unit prices per Foot, which price shall include all labor, materials, equipment, and all incidental costs required to complete the work.

ITEM 874.6**TEMPORARY MASKING OF SIGNS****SQUARE FOOT**

The work to be completed under this item shall consist of the temporary masking of existing signs and final removal as shown on the plans and/or as required by the Engineer.

CONSTRUCTION METHODS AND MATERIALS

Signs designated to be covered or masked as shown on the plans and/or as required by the Engineer shall be temporarily masked using a material and method that will not damage the sign. The masking material and method shall be submitted to the Engineer for review and approval prior to implementation. If a proprietary masking material is used, installation and removal shall be per the manufacturer recommendation.

Signs that are temporarily masked shall be completely covered by the temporary masking with no reflective sheeting visible. The temporary masking shall be secure in place and shall be maintained by the Contractor.

METHOD OF MEASUREMENT

Item 874.6 will be measured for payment by the Square Feet of existing signs to be temporarily masked.

BASIS OF PAYMENT

Item 874.6 will be paid for at the Contract unit price per Square Foot, which price shall include the cost of all labor and materials for furnishing, installation, maintenance, and final removal, and all incidental work necessary to complete the work as specified. Any damage to existing signs caused by the temporary masking shall be repaired by the Contractor at no additional cost to MassDOT.

ITEM 905.3**RAPID SETTING LOW PERMEABILITY
CEMENT CONCRETE****CUBIC YARD**

The Work under this Item shall conform to the relevant provisions of Subsection 901 of the Standard Specifications and the following:

The work under this Item shall consist of the supplying, mixing, placing, and curing of rapid setting low permeability repair concrete for deck repairs as directed by the Engineer. Items 127.41, 905.3, and 994.1 are for emergency deck repair as required by the engineer.

Materials shall be delivered to jobsite in original, unopened, undamaged containers that clearly show the manufacturer's name, product name, and batch number. Material shall be stored in a dry area off the ground, protected from rain, snow, and other sources of moisture. Material shall be protected from temperature extremes. Bulk sand and coarse aggregate shall be stored in a well-drained area on a clean, solid surface and materials shall be covered to prevent contamination with foreign matter.

MATERIALS

The rapid setting low permeability concrete deck repair material shall comply with the following material and proportioning requirements:

Component	Value
Cement Content	559 Pounds Per Cubic Yard
Fly Ash – Class F (AASHTO M 295)	99 Pounds Per Cubic Yard
Coarse Aggregate 3/8" (AASHTO M 80)	1450 Pounds Per Cubic Yard
Fine Aggregate (ASTM C33)	1600 Pounds Per Cubic Yard
Retarder*	As Directed
Water (AASHTO T 26)	296 Pounds Per Cubic Yard

* An approved retarding admixture may be used to extend the setting time of the concrete when so directed by the Engineer at dosage rates recommended by the cement concrete deck repair material manufacturer. Retarding admixture proposed for use must be approved by the Engineer. Only Materials listed on the MassDOT Qualified Construction Materials List (QCML) may be used.

Modifications to the cement concrete mix design provided above must be submitted to the Engineer for approval. The cement concrete must satisfy all performance criteria and trial batch testing requirements to the satisfaction of the Engineer to be considered acceptable.

Acceptance of the concrete compressive strength will be based on the field cured cylinders achieving a minimum of 5000 psi at 7 days or earlier as cast and tested by MassDOT. Compressive strength testing of field cured cylinders cast and tested by MassDOT should achieve a minimum compressive strength of 4000 psi at 30 hours as a verification that the mix is on target to achieve the 7 day acceptance requirement.

ITEM 905.3 (Continued)**SURFACE PREPARATION**

Existing concrete surfaces to be in contact with the proposed deck repair concrete must be free of materials such as paint, oil, curing compound, bond breaker, etc., that will inhibit bonding. Existing concrete surfaces shall be hydroblasted with equipment that can remove asphaltic material, oils, dirt, rubber, curing compounds, paint carbonation, laitance, weak surface mortar, and other potentially detrimental materials, which may interfere with the bonding or curing of the proposed deck repair and overlayment concrete.

Retained reinforcing steel shall be cleaned by abrasive blasting or other mechanical means to achieve a white metal finish and coated with zinc reach primer confirming to MassDOT Spec M7.02. Deteriorated reinforcement shall be replaced as directed by the Engineer.

Existing concrete surfaces must be saturated prior to concrete placement using potable water. Standing water shall be removed from surfaces to achieve a Saturated Surface Dry (SSD) condition.

MIXING

Cement concrete mixes shall be batched using Mobile Concrete (volumetric) mixing equipment. The MassDOT Highway Division will only permit the use of Mobile Concrete Mixers when all the following procedures are adhered to.

Upon written request by a Contractor, the Deputy Chief Engineer for Construction may approve the use of concrete proportioned by a Mobile Concrete Mixer used for the purpose of mixing rapid setting low permeability deck repair concrete.

All cement concrete materials, concrete handling, placement, protection, curing, and finishing requirements of the *Standard Specifications for Highways and Bridges* shall apply. Mobile Concrete Mixers shall meet all the requirements of ASTM C685 and be currently registered with the Volumetric Mixer Manufacturers Bureau (VMMB).

Each Mobile Concrete Mixer used on MassDOT Highway Division projects shall be pre-qualified as follows: All Mobile Concrete Mixers are required to have a Quality System Manual (QSM) that conforms to the format outlined in AASHTO R-38 and that adequately addresses the information specified in AASHTO R-38. The QSM shall be approved by the Research & Materials Section annually. A copy of the approved QSM shall be kept with the Mobile Concrete Mixer and made available to the Engineer upon request. The Quality Control procedures for concrete production contained in the approved QSM shall be adhered to for all placements.

The concrete mixing and delivery equipment shall be capable of mixing and delivering concrete to the placement location at rates that are sufficient to comply with the project's restrictive time constraints. Cement concrete shall be proportioned and mixed using self-contained, mobile, and continuously mixing equipment that meets the following requirements:

ITEM 905.3 (Continued)

1. Use a self-propelled mixer that is capable of carrying sufficient unmixed, dry, bulk cement, sand, coarse aggregate, and water to produce at least 6 cubic yards of concrete on site.
2. Use a mixer that is capable of positive measurement of cement introduced into the mix as well as fine and coarse aggregate. Use a recording meter that is visible at all times and equipped with a ticket printout to indicate the quantity of cement and aggregate materials.
3. Calibrate the mixers to accurately proportion the specified mix. Prior to placing concrete, perform calibration and yield tests under the Engineer's supervision and in accordance with the Department's written instructions. Copies of these written instructions are available from the Research & Materials Section. Perform the calibration and yield tests using the material to be used on the project. Recalibrate the mixer after any major maintenance operation on the mixer, anytime the source of materials changes, or as directed. Furnish all materials and equipment necessary to perform the calibrations and yield tests.
4. Use a mixer that controls the flow of water into the mix. Measure the flow rate of water with a calibrated flow meter coordinated with both the cement and aggregate feeding mechanisms and the mixer. Adjust the flow rate, as necessary, to control the slump and ensure that the water-cement ratios are met. In addition to flow meters, use mixers with accumulative water meters capable of indicating the number of gallons, to the nearest 0.1 gallon, introduced into the mixer. Filter water with a suitable mesh filter before it flows through the accumulative water meters.
5. Use a mixer that has a minimum of two liquid admixture dispensers and is capable of dispensing the admixtures through a controlled flow meter in accordance with ASTM C685.
6. Calibrate the mixer to automatically proportion and blend all components of the indicated composition on a continuous or intermittent basis as the finishing operation requires. Provide a mixer that discharges mixed material through a conventional chute and is capable of spraying water over the placement width as it moves ahead to ensure that the surface to be overlaid is wet prior to receiving the concrete.
7. Mount a tachometer on the unit to indicate the drive shaft speed.

ITEM 905.3 (Continued)Mix Design Requirements

Performance Criteria	
ASTM C191 Set Time (Mod)	
Initial Set	30 minutes
Final Set	40 minutes
Slump of Concrete	
7 to 9 inches	
Air Content	
3% to 7%	
Compressive Strength	
4 hours	2500 psi Minimum
7 days	5000 psi Minimum
Bond Strength (ASTM C882)	
24 hours	1200 psi Minimum
7 days	1900 psi Minimum
28 days	2200 psi Minimum
Chloride Penetration (ASTM C1202)	
90 days	1500 Coulomb Maximum
Shrinkage (ASTM C157)	
28 days	0.04% Maximum
Freeze – Thaw Durability (ASTM C666)	
300 cycles (Durability Factor)	80 Minimum
Unit Weight	150 pcf

The concrete mix design shall be mitigated per Subsection M4.02.00. Proposed mix design with data sheets and trial batches shall be submitted to the Research and Materials Section for review and approval. The Engineer shall be notified at least 48 hours prior to the test batching and shall be present to witness the testing.

All tests necessary to demonstrate the adequacy of the concrete mix shall be performed by the Contractor, including but not limited to: slump, air content, temperature, initial set and final set (AASHTO T197). Compressive strength tests shall be determined on field cured cylinders (6" X 12" cylinders) (a minimum of 9 sets of 2 cylinders=18 total) at 3 hours, 4 hours, 5 hours, 6 hours, 24 hours, approximately 30 hours, 2 days, 3 days, and standard cured cylinders at 7 days, and additional cylinders as needed.

ITEM 905.3 (Continued)

Compressive strength results of Standard and Field cured trial batch cylinders shall meet all the following minimum overdesign strength requirements in order to be considered acceptable. Compressive strength results shall be the average of two (2) 6" x 12" cylinders:

4 hour cylinders:	3,000 psi
30 hour cylinders:	5,000 psi
7 day cylinders:	6,000 psi

Research & Materials Section personnel will witness calibration or verification of equipment and prequalification sampling and testing of concrete ingredients performed for each Mobile Concrete Mixer. Concrete mix design and trial batches shall be preapproved by the Research & Materials Section.

For any project where a Mobile Concrete Mixer is proposed to be used, the Contractor must prepare and submit a project-specific construction Quality Control Plan (QC Plan). The QC Plan shall conform to the format and content detailed in the Northeast Transportation Training and Certification Program (NETTCP) Model QC Plan (December 2009, or latest edition).

Information contained in relevant sections of the approved QSM for the proposed Mobile Concrete Mixer may be referenced, rather than repeated, in applicable sections of the QC Plan (e.g., Materials Control, Production Facilities). The QC Plan shall be submitted to the Engineer a minimum of 30 days prior to proposed placement of concrete by Mobile Concrete Mixer. The District Construction Engineer and the Research & Materials Section will review the QC Plan. The Contractor shall not place any concrete by Mobile Concrete Mixer prior to approval by the Research & Materials Section.

A signed batch ticket printout from the printer mounted on the Mobile Concrete Mixer truck indicating that the mix batched is in conformance with the mix design previously approved shall also be provided to the Engineer prior to discharging concrete. The batch ticket shall record the actual water/cement ratio.

Quality Control inspection, sampling and testing, including but not limited to slump, air content, temperature and cylinders for compressive strength, shall be performed by the Contractor in accordance with the approved QC Plan. The Engineer will perform Acceptance sampling (every 50 cubic yards per day per approved truck) and testing for field cured cylinders as well as Acceptance inspection for materials and workmanship attributes.

The use of Item 905.3 is prohibited when the ambient temperature is expected to drop below 40° F within 7 days prior to the anticipated concrete placement. The Engineer may suspend or revoke approval of the Mobile Concrete Mixer at any time the unit fails to produce uniformly mixed concrete within the quality limits specified.

ITEM 905.3 (Continued)

Material to be mixed should have a temperature of about 70°F. Warmer material will set faster than expected and cooler material will have slower strength gain. The temperature of the mixed concrete shall be controlled by protecting the bags of repair material from temperature extremes and by adjusting the temperature of the mixing water.

The coarse aggregate shall be placed in the mixer followed by the mixing water, then the cement. The components shall then be mixed for 2 to 3 minutes to achieve a uniform lump-free consistency.

Admixtures not included as part of the approved mix design shall not be added without the approval of the Engineer. The repair concrete shall not be re-tempered. The concrete mixing and delivery equipment shall be capable of mixing and delivering concrete to the placement location at rates that are sufficient to avoid horizontal cold joints between successive placements.

PLACEMENT AND FINISHING

The deck repair concrete shall be placed onto substrates that are Saturated, Surface Dry (SSD). The manufacturer's limitations on minimum surface and ambient temperatures shall be complied with.

Surfaces that are adjacent to the placement shall be protected with drop cloths, waterproof paper, or other means to maintain them free of material splashes, water, and debris.

The deck repair concrete shall be placed immediately after mixing and shall be worked firmly into sides and bottom of repair area to achieve good bond. The concrete placement shall start at one edge of the excavation and shall continue full depth with temporary vertical bulkheads, if needed, to ensure that horizontal cold joints do not occur between successive concrete placements.

Final finishing shall be performed as soon as possible after placement as there will be little or no bleed water.

BRIDGE DECK VIBRATION

At the direction of the Engineer, in order to minimize the effects of vibrations from vehicular traffic passing in adjacent lanes next to each placement, traffic should be slowed along the adjacent travel lanes and the placement of concrete overlay should be executed between the hours of lower traffic volumes, generally between 1:00 AM and 3:00 AM.

CURING

Water curing of the deck repair concrete shall start once the deck repair concrete begins to lose its moist sheen. Wet burlap shall be placed on the deck repair concrete and the burlap shall be kept continuously wet for a 3 hours period after final set. Application of an approved curing compound in lieu of the 3 hours wet burlap cure must be reviewed and approved by the Engineer.

ITEM 905.3 (Continued)**CLEAN UP**

The mixer shall be cleaned immediately after use or add mix water and begin mixing immediately for the next batch. Buildup of hardened repair material in the mixer shall not be allowed since this creates inefficient mixing and the heat generated accelerates later batches.

METHOD OF MEASUREMENT

Item 905.3 will be measured for payment by the Cubic Yard of concrete actually finished and installed complete in place.

BASIS OF PAYMENT

Item 905.3 will be paid for at the Contract unit price per Cubic Yard, complete in place, which price shall include all labor, materials, tools, forms, field representative, equipment and all incidental costs required for providing, placing and complete the work of the Rapid Setting Low

Permeability Repair Concrete as described and as required by the Engineer.

Payment for the excavation, removal, and satisfactory disposal of all reinforced concrete for the repairs shall be made as described in Items 127.41.

Payment for replacing and installing new reinforcing steel shall be made, if required, under Item 910.1, Steel Reinforcement for Structures - Epoxy Coated.

ITEM 912.5**DRILLED AND GROUTED #5 DOWELS****EACH**

The work to be done under this Item shall consist of drilling and grouting holes in the existing concrete wingwalls following concrete removal, and placing #5 steel reinforcing dowels or bars as shown on the Contract Plans or as directed by the Engineer.

MATERIALS

The steel dowels/bars shall meet the requirements of AASHTO M31 (ASTM A 615) Grade 60 for reinforcement unless otherwise noted. All steel reinforcement dowels shall be either epoxy coated in accordance with ASTM A 934 or galvanized in accordance with AASHTO M 232 (ASTM A 153). Steel dowels shall be incidental to the work under this Item.

The grout to be used for these dowels shall be a fast-setting, high-strength, non-shrink, non-metallic, cementitious, structural grouting compound, and shall be listed on the Department's QCML. Epoxy, vinyl, or polyester resin adhesives shall not be utilized. The Engineer shall confer with the MassDOT QCML regarding which products are approved for use on Massachusetts Department of Transportation bridge projects.

CONSTRUCTION METHODS

Drilled dowel holes shall be diamond core drilled. The inner surfaces of the diamond core drilled holes shall be scored to develop sufficient keying action. The method of scoring shall be subject to approval by the Engineer. The hole diameter shall be in accordance with the grout manufacturer's recommendations and results of field testing. The holes shall be clear of any debris and shall have the approval of the Engineer prior to placement of any grout material.

The Contractor shall strictly follow the latest written recommendations of the manufacturer for mixing and placing the grout material prior to the placement of the dowels. Any excessive grout around the hole after placement of the dowel shall be struck off smooth while the grout is still fresh.

The grout, drilled hole diameter, and embedment depth shall conform to the manufacturer's written recommendations and be submitted to the Engineer for approval. These criteria shall also be field tested, as specified below, prior to approval for use on this project.

Two test dowel bars of each dowel size shall be installed in the existing concrete abutment or existing concrete wingwall and tested by the Contractor for pullout. The pullout force shall correspond to 125% of the yield strength of the bar. If any of the tested bars pull out or if the surrounding concrete shows signs of cracking, the Contractor must adjust the hole diameter, embedment length, and/or grouting material to meet this test requirement. All holes or cracks caused by testing shall be repaired by the Contractor to the satisfaction of the Engineer.

ITEM 912.5 (Continued)

METHOD OF MEASUREMENT

Item 912.5 will be measured for payment by Each, installed, complete drilled and grouted #5 dowels and accepted by the Engineer.

BASIS OF PAYMENT

Item 912.5 will be paid for at the Contract unit price per Each, which price shall include all labor, materials, tools, quipment, staging, access, removals, storage, the cost of all field measurements and survey required, and incidental costs required to complete the work.

ITEM 964.3**ELASTOMERIC PROTECTIVE COATING****SQUARE FOOT**

The work to be done under this Item shall consist of applying an elastomeric acrylic protective coating to the abutment breastwalls, wingwalls, bridge seats and backwalls, and the median bridge seats and backwalls to remain, as shown on the Plans and as directed by the Engineer.

SUBMITTALS

Prior to the start of construction, the Contractor shall submit the material for the elastomeric protective coating to the Engineer and MassDOT Research and Materials Section for testing and approval. This shall include material and safety data cut sheets, as well as a detailed procedure of storage & handling, surface preparation, material application, curing/drying methods, and QA/QC methods, which shall be prepared by the Contractor.

MATERIALS

The protective coating shall be a durable, flexible, breathable, and color retentive acrylic material. The final product shall protect the areas coated and shall resist weathering, wind-driven precipitation, chloride infiltration, UV penetration, dirt & dust, mildew, and all other deleterious materials. The material shall also bridge cracks in the substrate up to 1/32" wide.

The elastomeric acrylic protective coating shall be "Sikagard 550W" as manufactured by Sika Corp., "Flexxide Elastomer" as manufactured by Carboline, "ColorLastic" as manufactured by ChemMasters, or approved equal.

The use of a primer shall not be required, unless if recommended by the manufacturer of the selected product. If necessary, the primer shall be in-kind with the manufacturer of the protective coating, as to create a complete system.

The coating color shall closely match the color of concrete and must be approved by the Engineer.

CONSTRUCTION METHODS**Surface Preparation**

Prior to application, pressure injection of cracks shall be completed under Item 107.855 and holes in the north abutment from the fire alarm wire supports removal shall be filled under item 826.54.

Prior to application, all debris, vegetation, or other deleterious materials adjacent to or within the limits of work shall be removed and properly disposed, which shall be considered incidental to this Item. Means and methods for removal shall be subject to the approval of the Engineer.

ITEM 964.3 (Continued)

The substrate to be coated shall be dry, clean, sound, and free of any contaminants which would interfere with adhesion of the coating material. Any areas of unsound concrete shall be removed and repaired prior to application. All cracks larger than 1/32" wide shall be repaired prior to application; the Contractor is notified that it is unacceptable to use this material to bridge cracks larger than 1/32".

The Contractor shall clean the area prior to application by pressure washing. The pressure washer shall operate at a minimum of 3000 psi. The Contractor shall not begin application until the surface is dry, and the surface preparation has been accepted by the Engineer.

Application

Application of the material shall be performed in accordance with the manufacturer's latest written instructions. A minimum of two (2) coats shall be applied to achieve a minimum dry film thickness (DFT) of sixteen (16) mils. The Contractor shall adhere to the manufacturer's recommended minimum wet film thickness (WFT) during each application.

METHOD OF MEASUREMENT

Item 964.3 will be measured for payment by Square Foot, complete and accepted by the Engineer.

BASIS OF PAYMENT

Item 964.3 will be paid for at the Contract unit price per Square Foot, which price shall include all labor, materials, tools, equipment, staging, access, removals, storage, the cost of all field measurements and survey required, and incidental costs required to complete the work.

ITEM 994.1**TEMPORARY PROTECTIVE SHIELDING****SQUARE FOOT**

The work under this Item shall provide for the protection of traffic, persons, and facilities on the roadway beneath bridges from falling debris during the removal of the unsound concrete from bridge decks, parapets, copings and sidewalks. This shall be accomplished by the utilization of adequate shielding methods. Items 127.41, 905.3, and 994.1 are for emergency deck repair as directed by the engineer.

No portion of the bridge deck shall be removed until the protective shielding is in place and complete.

Note that some of the bridges, due to their height (vertical clearance), will require special lifting equipment in order to place shielding for the assigned bridge repair work. Any equipment necessary to erect forms will be considered incidental to these items.

Any existing formwork on the bridge shall also be removed and disposed by the Contractor away from the job area, at no additional expense.

All shielding shall meet the following requirements:

1. Temporary Protective Shielding must be used on bridges over roadways during full depth excavation and when, in the opinion of the Engineer, there is the possibility of dislodging concrete from the bottom of the deck, parapets or coping. In some cases, the Contractor may be able to utilize the bottom flanges of existing steel beams as supports for the protective shielding. However, the Contractor will not be permitted to weld onto, drill into, or cut any existing structural steel beams.

2. The Contractor shall submit drawings and calculations stamped by a Professional Engineer of the appropriate discipline registered in Massachusetts of the proposed temporary shielding to the Engineer for approval prior to its installation. The drawings shall include details of all connections, brackets, and fasteners. However, when the spacing between existing steel beams is 70 inches or less, the Contractor may utilize a wood plank shielding scheme.

3. Shielding shall be designed to safely withstand all loads that it will be subjected to. The allowable design stresses shall be in accordance with AASHTO Standard Specifications for Highway Bridges, 17th Edition. The design shall also include a description of the equipment and construction methods proposed for the deck, parapet, or coping excavation and the maximum size of the area being excavated. The shielding shall also be designed to withstand the maximum size of the excavated area should it fall during excavation or removal. No debris shall be swung over traffic, on or below the bridge.

4. Shielding shall be designed such that impact on traffic during installation and removal shall be minimal. The Contractor shall submit the traffic plan to the Engineer for approval.

ITEM 994.1 (Continued)

5.The shielding shall extend a sufficient distance above and beyond the deck overhang at the fascia where concrete excavation is required outside the fascia beams. The shielding shall extend the length of the damaged or distressed portion of the deck a length of sufficient distance to do the required deck demolition. Also, the width of shielding shall completely extend over the travel lanes and shoulders of the highway below and shall extend a minimum of one beam width in the transverse direction beyond the limits of the excavation.

6.The area for shielding shall be approved by the Engineer prior to any installation of any shielding. The Contractor may utilize the bottom flanges of existing beams as supports for the protective shielding. However, the Contractor will not be permitted to weld onto, drill into, or cut any existing structural steel beams. All spaces along the perimeter of the shielding and at the seams shall be sealed to prevent dust, water, and debris from escaping and falling onto traffic below the bridge.

7.The Engineer may request that the shielding be designed so that it may also serve as false work (forms) for all areas of full-depth concrete replacement/repair.

8.The shielding shall not decrease the minimum vertical bridge clearance to the roadway unless otherwise approved by the Engineer.

9.The shielding shall be maintained and remain in place until the strength of the concrete used to repair the deck has cured and reached the design strength requirement, except where shielding needs to be removed and reset to install forming for the areas of full depth repair. The shielding shall remain the property of the Contractor and shall be removed by the Contractor from the site when no longer needed.

If the Contractor's operations damage any existing portions of the bridge that are to remain, such damage shall be repaired at the Contractor's own expense.

All materials used in the temporary shielding system shall become the property of the Contractor and shall be removed from the site upon the completion of the project.

METHOD OF MEASUREMENT

Item 994.1 will be measured for payment by the Square Foot of shielding installed, maintained, and removed upon completion of repair work as required by the Engineer.

ITEM 994.1 (Continued)

BASIS OF PAYMENT

Item 994.1 will be paid at the Contract unit price per Square Foot of shielding installed, maintained, and removed upon completion of repair work as directed by the Engineer.

The Contract price shall include all labor, materials, tools, equipment, and incidental costs required to complete the work as required by the Engineer.

60% of the Unit bid Price will be paid upon installation of the shielding and the remaining 40% will be paid upon removal.

ITEM 995. BRIDGE SUPERSTRUCTURE, BRIDGE NO. R-01-004 LUMP SUM

The work under this Item shall conform to the applicable provisions of Subsection 995 of the Standard Specifications and the specific requirements stipulated below for component parts of this Item. For those component parts where no specific requirement is stipulated, the Standard Specifications shall apply, except for payment.

DESCRIPTION

Work under this Item shall include all materials, equipment, and labor needed to construct the bridge, including, but not limited to, the following: Prefabricated Bridge Units (PBU) and associated closure pours; precast approach slabs; precast moment slabs; keeper blocks; precast abutment caps; plastic shims; membrane waterproofing (spray-applied); elastomeric bearings; concrete bridge railing (Type Modified CF-PL3) with snow fence; and highway guardrail transitions and transition bases.

The work does not include any Items listed separately in the proposal. Payment for materials shown on the Plans as being part of this bridge structure or which may be incidental to its construction and are not specifically included for payment under another Item shall be considered incidental to the work performed under these Items and shall be included in the unit price of the component of which they are a part.

5000 PSI, 3/4 IN, 685 HP CEMENT CONCRETE

The work under this heading shall conform to the relevant provisions of Subsection 901, all material requirements contained in Subsection M4.06.1 of the Standard Specifications and the following:

Work shall consist of furnishing and installing 5000 PSI, 3/4 IN, 685 HP cement concrete for the precast highway guardrail transitions, and bridge traffic barriers as shown on the Plans.

MECHANICAL REINFORCING BAR SPLICER

The work under this heading shall conform to the applicable provisions of Subsection 901, Subsection M8.01.9 Mechanical Reinforcing Bar Splicer and the following:

Mechanical Reinforcing Bar Splicers shall be used where indicated on the Contract Plans and generally as required where lap splicing is not practical or possible.

Mechanical Reinforcing Bar Splicers shall conform to the material requirements contained in Subsection M8.01.9 of the Standard Specifications. The mechanical reinforcing bar splicers shall be listed on the MassDOT QCML. The mechanical reinforcing bar splicers shall be epoxy coated.

ITEM 995. (Continued)**PRECAST CONCRETE ABUTMENT BRIDGE SEAT AND BACKWALL; PRECAST CONCRETE APPROACH SLAB; PRECAST CONCRETE MOMENT SLAB**

The work under this Heading consists of fabricating, transporting and installing precast concrete bridge seats at both abutments and backwalls, precast concrete approach slab, precast concrete moment slab and includes all necessary labor, materials, and equipment to complete the work as shown on the Plans. The work shall conform with the MassDOT Standard, Supplemental, and Interim Specifications and the requirements of the current AASHTO LRFD Bridge Construction Specifications, supplemented by the current relevant provisions of the latest edition of PCI MNL-116 (The Manual for Quality Control for Plants and Production of Precast and Prestressed Concrete Products), except as noted herein.

QUALITY ASSURANCE**A. General**

Quality Assurance includes all the planned and systematic actions necessary to provide confidence that a product or facility will perform satisfactorily in service. It is an all-encompassing term that includes Quality Control (performed by the Fabricator) and Acceptance (performed by MassDOT). Quality Control is the system used by the Contractor and Fabricator to monitor and assess their production processes at the plant facility and installation activities at the project site to ensure that the final product will meet the specified level of quality. Acceptance includes all factors used by MassDOT to determine the corresponding value for the product. MassDOT Acceptance inspection at the plant facility is intended as a means of evaluation of compliance with contract requirements. Contractor and Fabricator Quality Control activities and MassDOT Acceptance activities shall remain independent from one another. MassDOT Acceptance activities shall not replace Fabricator Quality Control activities.

B. Fabricator Quality Control

Quality Control shall be performed by the Fabricator to ensure that the product is fabricated in conformance with the specifications herein. The Fabricator shall maintain a Quality Control system to monitor, assess, and adjust placement and fabrication processes to ensure the Precast Concrete Bridge Element(s) meet the specified level of quality, through sufficient Quality Control sampling, testing, inspection, and corrective action (where required). The Fabricator's Quality Control system shall address all key activities during the placement and fabrication and shall be performed in conformance with the Fabricator's NPCA or PCI Certification. Quality Control documentation shall meet the requirements of the *Fabricator Quality Control – Documentation* section below. Upon request, Fabricator Quality Control documentation shall be provided to the MassDOT Plant Inspector.

1. Plant

Prior to the fabrication of Precast Concrete Bridge Elements, the Fabricator's precast concrete plant shall obtain the following:

ITEM 995. (Continued)

- a. Certification by the National Precast Concrete Association (NPCA) Plant Certification Program or Precast/Prestressed Concrete Institute (PCI) Plant Certification Program, for the applicable types of Precast Concrete Bridge Element(s) being fabricated
- b. MassDOT Prequalification
- c. MassDOT Mix Design Approval

All concrete for a given Precast Concrete Bridge Element shall be produced by a single company and plant, unless otherwise approved by the Engineer.

2. Personnel

The Fabricator shall provide adequate training for all QC personnel in accordance with NPCA or PCI certification. There shall be sufficient personnel trained and certified to perform the tests listed under Subsection M4.02.13, Part D. At a minimum, the Fabricator's Quality Control Personnel shall maintain the following qualifications and certifications:

- a. QC Manager with an active NETTCP Field Technician or ACI Concrete Field Testing Technician – Grade I certification or higher, and a minimum of 4 years continuous experience in the manufacture of Precast Concrete Bridge Elements for state transportation departments. The QC Manager shall be on site while the batch plant is producing and placing concrete for MassDOT projects.
- b. A Technician/Inspector having the Precast/Prestressed Concrete Institute (PCI) Technician/Inspector Level I or NorthEast Transportation Training and Certification Program (NETTCP) Precast Concrete Inspector, or higher.

The Contractor shall submit to the Engineer a copy of the Fabricator's Quality Control Personnel required qualifications, as specified above.

3. Laboratory

The Fabricator shall provide a room of sufficient size to house all equipment and to adequately perform all testing. The room shall have either a separate moisture storage room or curing box for concrete cylinders, and it shall be thermostatically controlled to maintain temperatures consistent with AASHTO T 23. It shall include a desk and file cabinet for proper record keeping, and have good lighting and ventilation. This room shall be kept for testing and quality control and not used for any other purpose. An additional desk and file cabinet shall be provided for exclusive use of the Engineer. No exception from these requirements will be allowed without the express written permission of the Engineer.

ITEM 995. (Continued)**4. Testing Equipment**

At a minimum, the Fabricator's plant facility shall have the following testing equipment:

- a. Air Content Meter Type A or B: AASHTO T 152
- b. Air Content Meter Volumetric Method: AASHTO T 196 (Required for Lightweight Concrete)
- c. Slump Cone: AASHTO T 119
- d. Cylinder Molds AASHTO M 205
- e. Concrete Testing Machine: AASHTO T 22
- f. Screening Sieve: AASHTO T 27, AASHTO T 11
- g. Curing Box: AASHTO T 23
- h. Spread Test Base Plate for Self-Consolidating Concrete (SCC): ASTM C1611
- i. All other equipment prescribed by AASHTO and ASTM standards for the tests to be performed by the Fabricator as specified

5. Inspection

Quality Control personnel shall monitor and inspect the fabrication of each Precast Concrete Bridge Element. Quality Control personnel shall report all inspection activities on Quality Control Inspection Reports and non-conformances on Non-Conformance Reports (NCRs) throughout the entire fabrication process, as specified herein.

6. Temperature Monitoring

At a minimum, the Fabricator shall monitor, record, and report the temperatures of the form, ambient temperatures surrounding the concrete, and temperatures of the concrete continuously, without interruption as specified below:

- a. Prior to placement of concrete to verify that $T_i \geq 50^\circ\text{F}$.
- b. Immediately after placement to verify that $T_i \geq 50^\circ\text{F}$ is maintained.
- c. Throughout the entire duration of the curing cycle, at regular intervals not to exceed one hour until 100% Design Strength (f'_c) is attained and concrete has cooled to within 40°F of the ambient temperature surrounding the Precast Concrete Bridge Element.

At a minimum, the temperature measuring devices shall record and report the temperature of the concrete to the nearest 2°F . At least two temperature sensors (thermocouples) shall be positioned to record the maximum and minimum anticipated concrete temperatures. The anticipated minimum temperature shall be measured with one or more thermocouples at a distance no greater than 2 inches from the surface of the thinnest section. The anticipated maximum temperature shall be measured with one or more thermocouples at the center of the thickest section. Proposed temperature measurement locations shall be submitted to the Engineer for approval. Temperature recording devices shall be located within the curing enclosure and calibrated as required by PCI MNL-116 Section 4.18.4. Maximum heat increase and cool down rates shall comply with PCI MNL-116, Section 4.19. The Contractor shall furnish temperature logs recorded at a minimum frequency of once per hour to the Inspector as required, with each post-pour QC inspection report.

ITEM 995. (Continued)**7. Sampling and Testing**

At a minimum, the Fabricator shall perform random Quality Control sampling and testing as specified in *Table 1: Quality Control Sampling and Testing*. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during fabrication. Test Specimens shall conform to the requirements of Section M4.02.13 of the MassDOT Standard and Supplemental Specifications and AASHTO R 60, with the exception of the Stripping (80% f'_c) set of cylinders. Stripping (80 % f'_c) cylinders shall be cured in the same location and environment as the Precast Bridge Elements they represent. If approved by the Engineer, compressive strength cylinder match curing equipment, that maintains the same concrete conditions that the corresponding Precast Bridge Element is exposed to, may be utilized in lieu of Stripping (80 % f'_c) field cured cylinders, with the use of thermocouples, controllers, and heaters.

Quality Characteristic	Test Method	Sample Size	Specification Limit	Lot Size ^(c)	Sublot Size ^(d)	Frequency	Point of Sampling
Slump (in.) ^(a)	AASHTO T 119	Per AASHTO	≤ 8 in. or as approved by the Engineer	Total Quantity of Concrete (cy) produced on a Contract, per Type of Element fabricated, per Mix Design	20 cy	One (1) per Sublot or fraction thereof	Point of Discharge
Air Content (%)	AASHTO T 152	Per AASHTO	$5\% \leq \% \leq 8\%$				
Temperature ($^{\circ}$ F)	AASHTO T 309	Per AASHTO	50° F \leq $^{\circ}$ F \leq 90° F				
Compressive Strength (psi)	AASHTO T 22	Stripping Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 80\%$ f'_c at Stripping				
		7-day Cylinders: One (1) set of Three (3) 4 x 8 in.	For Information at 7 days				
		28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 100\%$ f'_c at 28 days				
		56-day Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 100\%$ f'_c at 56 days ^(b)				

Table 1: Quality Control Sampling and Testing

ITEM 995. (Continued)**Notes:**

- a. Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- b. 56-day Compressive Strength test specimens shall require testing only when 28-day Compressive Strength test specimens have failed to meet Design Strength (f'_c).
- c. Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
- d. Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

8. Certificate of Compliance

The Fabricator shall provide a Certificate of Compliance in accordance with Standard Specifications, Division I, Section 6.01, stating that QC test cylinders have achieved the design strength, f'_c . A Certificate of Compliance shall accompany each shipment and shall be presented to the MassDOT Resident Engineer or designee upon delivery to the site.

9. Documentation

At a minimum, the Fabricator shall maintain a filing system for the following QC records and documentation. All QC records and documentation shall be made available to MassDOT upon the request of the Department.

- a. Current MassDOT Approved Mix Design Sheet(s) and Approval Letter(s)
- b. PCI or NPCA Certification
- c. Current Qualifications and Certifications for QC Manager(s) and QC Technician(s)
- d. Most current set of Approved Shop Drawings
- e. Approved Placement, Finishing and Curing Plan
- f. Approved Dunnage Plan
- g. Fabricator Certificate of Compliance for each fabricated Precast Concrete Bridge Element
- h. Admixture Manufacturer's Certification of Compliance for each approved Admixture
- i. Completed QC Inspection Report for each fabricated Precast Concrete Bridge Element
- j. Identification Number for each fabricated Precast Concrete Bridge Element
- k. Time and date of casting of each fabricated Precast Concrete Bridge Element
- l. Date of stripping of each fabricated Precast Concrete Bridge Element
- m. Batch Ticket Printout reporting the quantity of concrete produced for each batch of concrete produced
- n. Concrete temperature records for each Precast Concrete Bridge Element fabricated
- o. QC Test Report Forms for each subplot of concrete produced
- p. Non-Conformance Reports (NCRs)
- q. Documentation of Repairs (if applicable)

ITEM 995. (Continued)**C. Acceptance**

MassDOT will perform Acceptance inspection, sampling, and testing during fabrication and installation, to evaluate the quality and degree of compliance of the fabricated Precast Concrete Bridge Element to MassDOT specifications. Additionally, MassDOT Inspectors will monitor the Fabricator's Quality Control activities to ensure the Fabricator is properly administering Quality Control in conformance with the Fabricator's NPCA or PCI Certification. Acceptance inspection and test results not meeting MassDOT specifications will result in Non-conformance Reports (NCR) being issued by MassDOT to the Fabricator or Contractor for corrective action. Final Acceptance for the fabricated Precast Concrete Bridge Elements shall be determined by MassDOT.

1. Inspection.

A MassDOT MassDOT Inspector will be assigned to perform Acceptance activities during fabrication, which includes the inspection of the materials, work procedures, and Precast Concrete Bridge Elements. At least seven (7) days prior to the scheduled start of fabrication, the Fabricator shall contact the MassDOT Research and Materials Section (RMS) to provide notice of the scheduled fabrication start date. The Fabricator shall complete the following activities prior to notifying MassDOT RMS of the scheduled start date:

- a) Receive approval for all submitted Fabricator cement concrete mix designs from the MassDOT Research and Materials Section for the current year, as specified under the *Mix Design* section and *Table 3: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete shall meet the requirements of M4.02.17.
- b) Receive approval for the submitted Fabricator Placement, Finishing, and Curing Plan from the MassDOT Research and Materials Section, as specified under the *Placement, Finishing, and Curing Plan* section.
- c) Receive Engineer of Record approved shop drawings from the MassDOT Research and Materials Section as specified under the *Shop Drawings* section.
- d) Participate in the pre-production meeting, as described under the *Pre-Production Meeting* section (if required).

Prior to the start of fabrication, the Fabricator shall review the fabrication schedule with the MassDOT Inspector. Fabrication shall only proceed when:

- a) The QC Inspector and MassDOT Inspector are present to inspect the Precast Concrete Bridge Element(s) being fabricated.
- b) The QC Manager is present at the Fabricator's plant.

The Fabricator shall grant access to all required areas of the Fabricator's plant to the MassDOT Inspector, during the hours of fabrication. Fabrication without MassDOT Inspector access to required areas is prohibited, and will result in the rejection of the fabricated Precast Concrete Bridge Element(s).

ITEM 995. (Continued)

Additionally, the MassDOT Inspector will monitor the adequacy of the Fabricator's Quality Control activities. MassDOT Inspector Acceptance activities performed at the Fabricator's plant shall remain independent from the Fabricator, and does not replace the Fabricator's required Quality Control activities.

2. Sampling and Testing

At a minimum, the MassDOT Inspector will perform random Acceptance sampling and testing for each Sublot of concrete produced as specified in *Table 2: Acceptance Sampling and Testing*. The MassDOT Inspector will also perform Acceptance sampling and testing on concrete that has been retempered with admixtures or hold-back water during production. Test Specimens will conform to the requirements of Section M4.02.13 of the MassDOT Standard and Supplemental Specifications and AASHTO R 60.

Table 2: Acceptance Sampling and Testing

Quality Characteristic	Test Method	Sample Size	Specification Limit	Lot Size ^(c)	Sublot Size ^(d)	Frequency	Point of Sampling
Slump (in.) ^(a)	AASHTO T 119	Per AASHTO	≤ 8 in. or as approved by the Engineer	Total Quantity of Concrete (cy) produced on a Contract, per Type of Element fabricated, per Mix Design	20 cy	One (1) per Sublot or fraction thereof	Point of Discharge ^e
Air Content (%)	AASHTO T 152	Per AASHTO	5% ≤ % ≤ 8%				
Temperature (°F)	AASHTO T 309	Per AASHTO	50°F ≤ °F ≤ 90°F				
Compressive Strength (psi)	AASHTO T 22 AASHTO T 23	7-day Cylinders: One (1) set of Three (3) 4 x 8 in.	For Information at 7 days				
		28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	≥ 100% f'_c at 28 days				
		56-day Cylinders: One (1) set of Three (3) 4 x 8 in.	≥ 100% f'_c at 56 days ^(b)				

Notes:

- Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- 56-day Compressive Strength test specimens shall require testing only when 28-day Compressive Strength test specimens have failed to meet Design Strength (f'_c).
- Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
- Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

ITEM 995. (Continued)**MATERIALS**

Materials shall meet the following specifications (if applicable):

General	M4.00.00
Portland Cement	M4.01.0
Blended Hydraulic Cements	M4.01.1
Fly Ash	M4.01.2
Cement Concrete	M4.02.00
Cement	M4.02.01
Cement Mortar	M4.02.15
Aggregates	M4.02.02
Lightweight Aggregates	M4.02.03
Water	M4.02.04
Cement Concrete Additives	M4.02.05
Proportioning	M4.02.06
Mixing and Delivery	M4.02.10
Test Specimens	M4.02.13
Mortar for Filling Keyways	M4.04.0
Slag	AASHTO M 302
High Performance Cement Concrete	M4.06.1
Self-Consolidating Concrete (SCC)	M4.02.17
Controlled Density Fill – Non-Excavatable	M4.08.0
Reinforcing Bars	M8.01.0
Epoxy Coated Reinforcing Bars	M8.01.7
Galvanized Reinforcing Bars	M8.01.8
Welded Wire Reinforcement	M8.01.2
Mechanical Reinforcing Bar Splicer	M8.01.9
Lifting Devices	PCI MNL-116
Corrugated Metal Pipe	AASHTO M 36

1. Cement Concrete Mix Design.

The cement concrete shall be comprised of specified proportions of water and MassDOT approved aggregates, cement, supplementary cementitious materials (SCMs), and admixtures to form a homogenous composition. Cement concrete for Precast Concrete Bridge Elements shall meet the requirements of M4.06.1 High Performance Cement Concrete, with the exception that the “Total Cementitious Content” specified shall be considered the “Maximum Allowable Cementitious Content”. When used, self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.

ITEM 995. (Continued)

Prior to production of cement concrete, the Fabricator shall report and submit all proposed mix design formulations and its constituent materials onto the MassDOT Cement Concrete Mix Design Sheet to the MassDOT Research and Materials Section for review and approval. All mix design yields shall be designed for 1.0 cubic yards of concrete, with an allowable tolerance of +/- 1.0 %. All liquids incorporated into the proposed mix design(s) shall include both water and admixtures in the liquid mass calculation.

During production of cement concrete, the Fabricator shall not alter the previously approved mix design formulation or its constituent materials. Proposed alterations in source, type, batch quantity, or gradation to any of the constituent materials of the previously approved mix design formulation shall require a new MassDOT Mix Design Sheet submission to the MassDOT Research and materials Section for review and approval. Fabrication shall not occur without prior MassDOT mix design approval.

The Fabricator shall notify MassDOT RMS to schedule trial batch testing for the new mix design(s). Trial batch testing shall meet the following requirements:

- a. Performed by a qualified laboratory and/or AASHTO accredited laboratory.
- b. Performed and/or sampled in the presence of a MassDOT Inspector.
- c. Meet the requirements as specified in *Table 3: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete (SCC) shall meet M4.02.17.

Failure to perform all of the required trial batch testing or provide MassDOT RMS trial batch test results within the Specification Limits (as specified in Table 3) will result in the disqualification of the Fabricator's proposed mix design(s).

ITEM 995. (Continued)**Table 3: Trial Batch Sampling and Testing for New Mix Designs**

Quality Characteristic	Test Method	Sample Size	Specification Limit	Performed By
Slump ^(a)	AASHTO T 119	Per AASHTO	Max. 8 inches or as approved by the Engineer	Quality Control
Air Content (AC)	AASHTO T 152	Per AASHTO	$5\% \leq AC \leq 8\%$	Quality Control
Temperature (°F)	AASHTO T 309	Per AASHTO	$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$	Quality Control
Compressive Strength ^(b)	AASHTO T 22 AASHTO T 23	28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	Lab Mixed $\bar{f}_{cr} = 1.3 \bar{f}_c$ at 28 days Batch Mixed $\bar{f}_{cr} = 1.2 \bar{f}_c$ at 28 days	MassDOT
Alkali-Silica Reaction (ASR) ^(d)	ASTM C 1567	Per ASTM	M4.02.00	Quality Control
Resistance to Chloride Ion Penetration Chloride Ion Penetration ^(e)	AASHTO T 358 ^(f)	28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	Resistivity $\geq 21 \text{ k}\Omega\text{-cm}$ at 28 days	MassDOT
Freeze/Thaw Durability ^(c)	AASHTO T 161 (Procedure A)	Per AASHTO	Relative Dynamic Modulus of Elasticity after 300 cycles $\geq 80\%$	Quality Control

Notes:

- Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- Trial batch compressive strength testing shall be performed by MassDOT. Laboratory mixed trial batch compressive strength results shall achieve 130% Design Strength (\bar{f}_c). Batch-mixed trial batch compressive results shall achieve 120% \bar{f}_c . Acceptance will be based on compressive strength testing performed by MassDOT.
- If an AASHTO accredited laboratory is preparing the trial batch test specimens, MassDOT Acceptance presence is not required. If the Fabricator is preparing the trial batch test specimens, MassDOT Acceptance presence is required during trial batch test specimen preparation.
- Alkali Silica Reaction (ASR) testing shall meet the requirements of M4.02.00. Independent laboratories performing ASR testing shall be listed on the MassDOT Quality Construction Materials List (QCML).
- Calcium nitrite shall be removed from mix designs containing the admixture and replaced by an equivalent quantity of water when preparing Chloride Ion Penetration resistance trial batch test specimens.
- The Wenner probe tip spacing “a” shall be 1.5.

ITEM 995. (Continued)**2. Vertical Adjustment Assembly**

Vertical Adjustment Assembly details and material requirements shall be as shown on the plans. Alternate devices may be used provided that they are adjustable and can support the anticipated loads. The design of the leveling devices, with necessary calculations, shall be submitted to the Engineer of Record for approval.

3. Grout

Grout used for shear keys, vertical adjustment assembly voids, and hand holes shall be in accordance with M4.04.0.

4. Reinforcement

All reinforcing steel shall be coated Grade 60 unless otherwise noted on the plans. Mechanical reinforcing bar splicers shall be epoxy coated.

5. Threaded Inserts

Threaded inserts are permissible to facilitate forming the keyway pours. Threaded inserts shall be hot dip galvanized or made of stainless steel. The number of threaded inserts shall be minimized, and the inserts shall not come in contact with the reinforcing steel.

6. Corrugated Metal Pipe

Corrugated Metal Pipe to be used for forming voids as specified on the plans shall be fabricated from steel and shall have a protective metallic coating of zinc (galvanizing).

CONSTRUCTION METHODS – PLANT FABRICATION**A. Shop Drawings**

Prior to performing any work under this Section, the Contractor shall receive approval for all shop drawings for the Precast Concrete Bridge Element being worked on and any special Contract requirements, provided that a complete shop drawing package is provided. The Contractor shall not order materials or begin work before receiving approved shop drawings. MassDOT will reject Precast Concrete Bridge Elements that deviate from the approved drawings or are fabricated prior to receiving written approval of the shop drawings. The Contractor shall bear full responsibility and costs for all materials ordered or work performed prior to the approval of the shop drawings or written authorization from MassDOT.

Contractor shall submit scaled shop drawings to the Engineer of Record for review and approval. Upon approval, the Engineer of Record will forward two (2) sets of scaled, full size (minimum 24x36") paper copies of the Approved (or Approved As Noted) shop drawings to the MassDOT Director of Research and Materials. Calculations are not to be included in any submittal to the Research and Materials Section. An approval stamp shall appear on every shop drawing sheet. Wet-stamping or wet-signing is not required, provided that the stamp and reviewer name are legible. The Fabricator's name and address shall appear on each sheet.

ITEM 995. (Continued)

Resubmittal of “Approved as Noted” shop drawings is not necessary for minor revisions, provided that the correction can be clearly understood and is unambiguous without possibility of misinterpretation. Shop drawings with questions or comments that require a response and/or additional information from the Fabricator must be resubmitted.

Detailed shop drawings shall be prepared in accordance with the relevant provisions of Subsection 5.02 and shall, at a minimum, contain the following:

- a. Number and type and/or piece mark of the precast concrete bridge element including overall length, width and height.
- b. Skew angle.
- c. Location, size and geometry of all steel reinforcement, including mechanical reinforcing bar splicers to be used for connecting Precast Concrete Bridge Elements together in the field.
- d. Location and details of all inserts, anchors, Vertical Adjustment Assemblies, and any other items required to be cast into the Precast Concrete Bridge Elements (whether detailed on the plans by the Engineer of Record or provided for the Contractor's convenience). Precast Concrete Bridge Elements shall not be fired or drilled into for attachment purposes. All hardware shall be galvanized except as noted.
- e. Locations and details of the lifting devices, including supporting calculations, type and amount of any additional reinforcing required for lifting. The Fabricator shall design all lifting devices based on the no cracking criteria in Chapter 8 of the PCI Design Handbook (7th edition).
- f. The minimum compressive strength required prior to handling the precast concrete bridge element.

The shop drawings shall not include procedures for placement, finishing, and curing of concrete. These details shall be included in the Placement, Finishing and Curing Plan that is to be submitted to MassDOT Research and Materials Section as described under *Placement, Finishing, and Curing Plan*.

B. Fabrication

All Precast Concrete Bridge Elements shall be fabricated in accordance with the latest edition of PCI MNL-116 as modified herein.

C. Placement, Finishing and Curing Plan

At least 30 days prior to start of fabrication, the Contractor shall submit the Fabricator's proposed Placement, Finishing and Curing Plan to the Engineer for approval by MassDOT Research and Materials Section. This shall be an independent submittal, separate from the fabrication shop drawings. The Placement, Finishing and Curing Plan shall include the following:

- a. Method of Mixing
- b. Method of Placement

ITEM 995. (Continued)

- c. Method of Consolidation
- d. Method of Finishing
- e. Method of Initial Curing
- f. Method of Intermediate Curing
- g. Method of Final Curing
- h. Moisture Retention Materials and Equipment (water spray equipment, saturated covers, sheet materials, liquid membrane-forming compounds, accelerated curing equipment, etc.)
- i. Cylinder Curing Methods, Location, and Environmental Control (temperature, humidity, etc.)
- j. Temperature Monitoring, Recording, and Reporting

D. Dunnage Plan Shop Drawings

At least 30 days prior to the start of fabrication, the Contractor shall submit proposed Dunnage Plan Shop Drawings to the Engineer of Record for review and approval. This shall be an independent submittal, separate from the fabrication shop drawings. Upon approval, the Engineer of Record will forward two (2) sets of scaled, full size (minimum 24"x36") paper copies of the Approved (or Approved As Noted) Dunnage Plan to the MassDOT Director of Research and Materials. Calculations are not to be included in any submittal to the Research and Materials Section. The Dunnage Plan shall include the following:

- a. Proposed layout of the Precast Concrete Bridge Elements for storage in yard and during shipping
- b. Support and blocking point locations
- c. Support and blocking materials

E. Pre-Production Meeting

The Contractor shall notify the MassDOT Research and Materials Section to determine if a pre-production meeting will be required to review the specification, shop drawings, curing plan, schedule, and discuss any specific requirements. The meeting shall be held prior to scheduling a MassDOT Inspector (refer to Section *Quality Assurance – Precast Concrete, C. Acceptance, A. Inspection*), and at least seven (7) days prior to the scheduled casting of any Precast Concrete Bridge Element or control section. The Contractor shall schedule the meeting, which shall include representatives of the Fabricator and MassDOT.

F. Reinforcement

The reinforcing bars shall be installed in accordance with Section 901.62 of the Supplemental Specifications, including tolerances for cover and horizontal spacing of bars. Components of mechanical reinforcing bar splicers shall be set with the tolerances shown on the plans. The reinforcing bars and mechanical reinforcing bar splicers shall be assembled into a rigid cage that will maintain its shape in the form and which will not allow individual reinforcing bars to move during the placement of concrete. This cage shall be secured in the form so that the clearances to all faces of the concrete, as shown on the plans, shall be maintained.

ITEM 995. (Continued)

Where reinforcing bars are to protrude from one Precast Concrete Bridge Element in order to mate with reinforcing bar splicers in a second precast concrete element, the fabricator shall set the reinforcing bars and the reinforcing bar splicers with a template in order to ensure proper fit up within the tolerances specified on the plans.

G. Tolerances

Fabrication shall comply with tolerances specified on the plans. Tolerances for steel reinforcement placement shall be in accordance with 901.62. In the absence of specifications on the plans, tolerances shall comply with the latest version of the PCI MNL 135, Precast Tolerance Manual.

H. Forms

Concrete shall be cast in rigidly constructed forms, which will maintain the Precast Concrete Bridge Elements within specified tolerances to the shapes, lines and dimensions shown on the approved fabrication drawings. Forms shall be constructed from flat, smooth, non-absorbent material and shall be sufficiently tight to prevent the leakage of the plastic concrete. When wood forms are used, all faces in contact with the concrete shall be laminated or coated with a non-absorbent material. All worn or damaged forms, which cause irregularities on the concrete surface or damage to the concrete during form removal, shall be repaired or replaced before being reused. Any defects or damage of more than "Category 2, Minor Defects" made to the concrete, due to form work, stripping or handling, shall be subject to repair or rejection, as defined in the *Repairs and Replacement* section. If threaded inserts are cast into the elements for support of formwork, the inserts shall be recessed a minimum of 1 inch and shall be plugged after use with a grout of the same color as that of the precast cement concrete.

I. Mixing of Concrete

The concrete shall be proportioned and mixed in conformance with the Fabricator's MassDOT approved mix design and M4.02.10 Mixing and Delivery. Fabrication shall not occur without prior MassDOT mix design approval. The Fabricator shall provide copies of batch tickets to the MassDOT Plant Inspector. The MassDOT Plant Inspector will verify if the batch ticket quantities are within the tolerances of the Fabricator's MassDOT approved mix design.

J. Placement of Concrete

Prior to the placement of concrete, the temperature of the forms shall be greater than or equal to 50°F. Quality Control inspection shall be performed by the Fabricator as specified in the *Fabricator Quality Control* section. Placement of the concrete shall not proceed until the MassDOT Plant Inspector is present to perform inspection and begin monitoring Fabricator Quality Control inspection activities, and is in compliance with specifications. The MassDOT Plant Inspector shall inspect and accept the placement of the reinforcing steel prior to the placement of concrete into the forms. The Fabricator shall verify all materials and equipment required for protecting and curing the concrete are readily available and meet the requirements of the *Final Curing Methods* section below. All items encased in the concrete shall be accurately placed in the position shown on the Plans and firmly held during the placing and setting of the concrete. Clearance from the forms shall be maintained by supports, spacers, or hangers and shall be of approved shape and dimension.

ITEM 995. (Continued)

During placement, the concrete shall maintain a concrete temperature range between 50°F and 90°F. The Fabricator shall minimize the time to concrete placement (measured from start of mixing to completion of placement). In no event shall time to placement exceed 90 minutes. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during the placement of the concrete as specified in the *Fabricator Quality Control* section above. Delays or shutdowns of over 30 minutes shall not be allowed during the continuous filling of individual forms.

K. Consolidation of Concrete

Suitable means shall be used for placing concrete to prevent segregation or displacement of reinforcing steel or forms. The concrete shall be thoroughly consolidated by external or internal vibrators or a combination of both. Vibrators shall not be used to move concrete within the forms. Vibrators shall be used as specified in 901.63C and as directed by the Engineer. Concrete shall be placed and consolidated in a way that minimizes the presence of surface voids or bug holes on the formed surfaces. When used, self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.

L. Finishing of Concrete

The finish of the Precast Concrete Bridge Elements shall be as indicated on the plans. Where Precast Concrete Bridge Elements have keyways for grout or closure pours, the surfaces of these shear keys shall be abrasive blasted prior to shipment. The Fabricator may utilize a surface retarder with water blast, sandblast, or a combination of both to achieve the desired keyway finish. At a minimum, the profile of the keyway surfaces shall be similar to that of 60 grit sand paper. The exposed reinforcing steel in the precast slab shall be protected from damage during the cleaning of the keyways. Damaged epoxy coating of steel reinforcement shall be repaired, and the reinforcing steel shall be cleaned as directed by the Engineer.

The Fabricator shall permanently mark each precast concrete bridge element with its type and/or piece mark, date of casting, and supplier identification either by stamp markings in fresh concrete, waterproof paint, or other approved means on a surface that will not be exposed after assembly.

L. Exposed Surfaces of Precast Concrete Bridge Elements

As soon as conditions permit, before the concrete has fully hardened, all dirt, laitance, and loose aggregate shall be removed from the exposed concrete surfaces. Contractor shall not allow foot traffic on the uncured concrete until it has reached sufficient strength to prevent damage.

ITEM 995. (Continued)**M. Exposed Surfaces of Closure Pour Shear Keys**

The closure pour shear key cast in the sides of the beam flanges shall have an exposed aggregate finish. The closure pour reinforcing steel and its coating shall not be damaged by the process for creating the exposed aggregate surface. Fabricator may utilize a surface retarder with water blast, abrasive blast, or a combination of both to achieve the desired shear key finish. The abrasive blast shall use oil free compressed air. The profile of the shear key surfaces shall be similar to that of 60 grit sand paper.

N. Initial Curing Methods

After the placement of concrete and prior to concrete finishing, the Fabricator shall initiate initial curing methods when the concrete surface begins to dry, to reduce moisture loss from the surface. Application of one or more of the following initial curing methods shall occur immediately after the bleed water sheen has disappeared.

1. Fogging

Fogging nozzles shall atomize water into a fog-like mist. The fog spray shall be directed and remain visibly suspended above the concrete surface, to increase the humidity of the air and reduce the rate of evaporation. Water from fogging shall not be worked into the surface during finishing operations and shall be removed or allowed to evaporate prior to finishing.

2. Liquid-applied Evaporation Reducers

Evaporation reducers shall be sprayed onto the freshly placed concrete surface to produce an effective monomolecular film that reduces the risk of plastic-shrinkage cracking and rate of evaporation of the bleed water from the concrete surface. Evaporation reducers shall be applied in accordance with manufacturer's recommendations.

M. Intermediate Curing Methods

The Fabricator shall initiate intermediate curing methods if concrete finishing has taken place prior to the concrete reaching final set. The freshly finished concrete surface shall be protected from moisture loss, by the continuation of initial curing methods (fogging and evaporation reducers) until final curing methods are applied or by the use of liquid membrane-forming curing compounds (see *Liquid Membrane-Forming Compounds for Curing* section).

N. Final Curing Methods

The Fabricator shall initiate and apply final curing methods to the concrete immediately after the following conditions are met:

- a. Completion of concrete finishing
- b. Final set of concrete
- c. Concrete has hardened sufficiently enough to prevent surface damage

ITEM 995. (Continued)

During fabrication of Precast Concrete Bridge Elements, the Fabricator shall maintain the required concrete temperature ranges throughout the entire duration of the final curing method cycle as specified herein. Controlled and gradual termination of the final curing method shall occur after all specified conditions are met. The concrete temperature shall be reduced at a rate not to exceed 36°F per hour until the concrete temperature is within 20°F of the ambient temperature outside of the final curing method enclosure. The Fabricator shall maintain a minimum concrete temperature of 40°F until 100% f_c is attained (see *Handling and Storage* section below).

1. Water Spray Curing

All exposed concrete surfaces shall remain moist with a continuous fine spray of water throughout the entire duration of the final curing method cycle (see *Table 4: Final Curing Method Cycle for Water Spray*).

Table 4: Final Curing Method Cycle for Water Spray

Sustained Concrete Temperature	Final Curing Method Cycle Duration	Compressive Strength
50°F ≤ °F ≤ 90°F	≥ Five (5) days	≥ 80% f _c

2. Saturated Covers for Curing

All exposed concrete surfaces shall remain moist with a continuous application of saturated covers throughout the entire duration of the final curing method cycle (see *Table 5: Final Curing Method Cycle for Saturated Covers*). Saturated covers shall be allowed to dry thoroughly before removal to provide uniform, slow drying of the concrete surface.

Table 5: Final Curing Method Cycle for Saturated Covers

Sustained Concrete Temperature	Final Curing Method Cycle Duration	Compressive Strength
50°F ≤ °F ≤ 90°F	≥ Three (3) days	≥ 80% f _c

Saturated covers, such as burlap, cotton mats, and other coverings of absorbent materials shall meet the requirements of AASHTO M 182, Class 3. Saturated covers shall be in good condition, free from holes, tears, or other defects that would render it unsuitable for curing concrete. Saturated covers shall be dried to prevent mildew when storing. Prior to application, saturated covers shall be thoroughly rinsed in water and free of harmful substances that are deleterious or cause discoloration to the concrete. Saturated covers shall have sufficient thickness and proper positioning onto the concrete surface to maximize moisture retention.

ITEM 995. (Continued)

Saturated covers shall contain a sufficient amount of moisture to prevent moisture loss from the surface of the concrete. Saturated covers shall be kept continuously moist so that a film of water remains on the concrete surface throughout the entire duration of the final curing method cycle. The Fabricator shall not permit the saturated covers to dry and absorb water from the concrete. Use of polyethylene film (see *Polyethylene Film* section) may be applied over the saturated cover to potentially decrease the need for continuous watering.

3. Sheet Materials for Curing

All exposed concrete surfaces shall remain moist with a continuous application of curing sheet materials throughout the entire duration of the final curing method cycle (see *Table 6: Final Curing Method Cycle for Curing Sheet Materials*).

Table 6: Final Curing Method Cycle for Sheet Materials

Sustained Concrete Temperature	Final Curing Method Cycle Duration	Compressive Strength
$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$	\geq Three (3) days	$\geq 80\% f'_c$

Sheet Materials used for curing, such as polyethylene film, white burlap-polyethylene sheeting, and reinforced paper shall meet the requirements of ASTM C171 and the specifications herein. Sheet materials shall inhibit moisture loss and reduce temperature rise in concrete exposed to radiation from the sun during the final curing method cycle. Adjoining covers shall overlap not less than 12 inches. All edges of the covers shall be secured to maintain a moist environment.

a. Polyethylene Film

Polyethylene film shall meet the requirements of ASTM C171, consist of a single sheet manufactured from polyethylene resins, be free of visible defects, and have a uniform appearance. Careful considerations shall be taken by the Fabricator to prevent the film from tearing during storage and application, so as to not disrupt the continuity of the film (polyethylene film reinforced with glass or other fibers is more durable and less likely to be torn). The Fabricator shall monitor the application of the film to prevent uneven spots from appearing (mottling) on the concrete surface, due to variations in temperature, moisture content, or both. The Fabricator shall prevent mottling from occurring on the concrete surface by applying additional water under the film or applying a combination of polyethylene film bonded to absorbent fabric to the concrete surface to retain and evenly distribute the moisture. Immediately following final finishing, polyethylene film shall be placed over the surface of the fresh concrete surface, so as to not damage the surface of the concrete and shall be placed and weighted so that it remains in contact with the concrete throughout the entire duration of the final curing method cycle. The film shall extend beyond the edges of the concrete surface. The film shall be placed flat on the concrete surface, avoiding wrinkles, to minimize mottling.

ITEM 995. (Continued)

Edges of adjacent polyethylene film shall overlap a minimum of 6 inches and be tightly sealed with the use of sand, wood planks, pressure-sensitive tape, mastic, or glue to maintain close contact with the concrete surface, retain moisture, and prevent the formation of air pockets throughout the entire duration of the final curing method cycle.

b. White Burlap-Polyethylene Sheeting

White burlap-polyethylene sheeting shall meet the requirements of ASTM C171, be securely bonded to the burlap so to avoid separation of the materials during handling and curing of the concrete, and be applied in the same manner as the polyethylene film.

c. Reinforced Impervious Paper

Reinforced impervious paper shall meet the requirements of ASTM C171, consist of two sheets of kraft paper cemented together with a bituminous adhesive and reinforced with embedded cords or strands of fiber running in both directions, and be white in color. Reinforced impervious paper shall be treated to prevent tearing when wetted and dried.

Reinforced impervious paper can be reused so long as it is effective in retaining moisture on the concrete surface. The Fabricator shall visually inspect the reinforced impervious paper for all holes, tears, and pin holes from deterioration of the paper through repeated use by holding the paper up to the light. The paper shall be discarded and prohibited from use when the moisture is no longer retained.

After the concrete has hardened sufficiently to prevent surface damage, the concrete surface shall be thoroughly wetted prior to the application of the reinforced impervious paper, and be applied in the same manner as the polyethylene film.

4. Liquid Membrane-Forming Compounds for Curing

All exposed concrete surfaces shall remain moist with a continuous application of liquid membrane-forming compounds throughout the entire duration of the final curing method cycle (see *Table 7: Final Curing Method Cycle for Liquid Membrane-Forming Compounds*).

Table 7: Final Curing Method Cycle for Liquid Membrane-Forming Compounds

Sustained Concrete Temperature	Final Curing Method Cycle Duration	Compressive Strength
50°F ≤ °F ≤ 90°F	≥ Seven (7) days	≥ 80% f _c

ITEM 995. (Continued)

Liquid membrane-forming compounds shall meet the requirements of ASTM C 1315, Type I, Class A and shall exhibit specific properties, such as alkali resistance, acid resistance, adhesion-promoting quality, and resistance to degradation by ultraviolet light, in addition to moisture-retention capabilities. Liquid membrane-forming compounds shall consist of waxes, resins, chlorinated rubber, or other materials to reduce evaporation of moisture from concrete. Liquid membrane-forming compounds shall be applied in accordance with the manufacturer's recommendations.

Liquid membrane-forming compounds shall be applied immediately after the disappearance of the surface water sheen following final finishing. All exposed surfaces shall be wetted immediately after form removal and kept moist to prevent absorption of the compound, allowing the curing membrane to remain on the concrete surface for proper membrane moisture retention. The concrete shall reach a uniformly damp appearance with no free water on the surface prior to the application of the compound.

If patching or finishing repairs are to be performed prior to the application of the compound, the Precast Concrete Bridge Element shall be covered temporarily with saturated covers until the repairs are completed and the compound is applied. Only areas being repaired shall be uncovered during this period. While the saturated covers are removed to facilitate the patching process, the work shall continue uninterrupted. If for any reason the work is interrupted, saturated covers shall be placed onto the uncovered concrete surface, until the work continues and is completed, at which time the curing compound shall be applied to the repaired area.

Careful considerations shall be made by the Fabricator to determine if the evaporation rate is exceeding the rate of bleeding, thus causing the surface to appear dry even though bleeding is still occurring. Under such conditions, the application of liquid membrane-forming compounds to the concrete surface shall be delayed, in order to prevent bleed water from being sealed below the concrete surface and avert map cracking of the membrane films, reduction in moisture-retention capability, and reapplication of the compound. To diagnose and prevent this condition, the Fabricator shall place a transparent plastic sheet over a test area of the uncured and unfinished concrete surface and shall determine if any bleed water accumulates under the plastic.

The compound shall be applied in two applications at right angles to each other to ensure uniform and more complete coverage. On very deeply textured surfaces, the surface area to be treated shall be at least twice the surface area of a troweled or floated surface. In such cases, two separate applications may be needed, each at 200 ft²/gal., with the first being allowed to become tacky before the second is applied.

The curing compound shall be applied by power sprayer, using appropriate wands and nozzles with pressures between 25 and 100 psi. For very small areas such as repairs, the compound shall be applied with a wide, soft-bristled brush or paint roller. The compound shall be stirred or agitated before use and applied uniformly in accordance with the manufacturer's recommended rate. The Fabricator shall verify the application rates are in accordance with the manufacturer's recommended rate.

ITEM 995. (Continued)

When the concrete surface is to receive paint, finishes, or toppings that require positive bond to the concrete, it is critical that the curing procedures and subsequent coatings, finishes, or toppings be compatible to achieve the necessary bond

After the termination of the final curing method cycle has occurred, liquid membrane-forming compounds shall be removed by blast-cleaning from any concrete surface that is to receive paint, finishes, plastic concrete from secondary pour, grout, or any other toppings that require bonding to the concrete surface. These surfaces shall be further blast-cleaned to remove the cement matrix down to exposed aggregate to ensure proper bonding to the material. The method used to remove the curing compound shall not damage the reinforcement and coating. Compounds are prohibited on any concrete surface that will have a penetrating or coating type treatment such as a sealer, stain, or waterproofing membrane applied to it.

5. Accelerated Curing

Accelerated curing shall use live steam or radiant heat with moisture in accordance with PCI MNL-116 as modified herein. The concrete temperature shall meet the maximum heat increase and cool down rates as specified herein. Concrete temperature monitoring shall meet the requirements of the *Temperature Monitoring* section. Excessive and fluctuating rates of heating and cooling shall be prohibited. The concrete temperature shall not exceed 158°F at any time. The Fabricator shall meet the following accelerated curing sequencing and requirements.

a. Initial Delay Period

The initial delay period shall be defined as the duration immediately following the placement of the concrete and the attainment of initial set of the concrete. The Fabricator shall determine the time of initial set in accordance with AASHTO T 197 specifications. Throughout the entire duration of the preset period, initial curing shall be implemented. The temperature increase period (see *Temperature Increase Period* section) shall not occur until initial set of the concrete is attained. During the initial delay period, the concrete temperature shall meet the following requirements:

- i. Concrete temperature rate of increase shall not exceed 10°F per hour.
- ii. Total concrete temperature increase shall not exceed 40°F higher than the placement concrete temperature or 100°F, whichever is less

b. Temperature Increase Period

The temperature increase period shall be defined as the duration immediately following the completion of the initial delay period (after initial set) and immediately prior to the start of the constant maximum temperature period. Application of steam to the enclosure shall not occur until the initial delay period is complete. After the initial delay period is complete, all exposed concrete surfaces shall be cured in a moist environment where the concrete temperature increases at a rate not to exceed 36°F per hour.

ITEM 995. (Continued)**c. Constant Maximum Temperature Period**

The constant maximum temperature period shall be defined as the duration immediately following the completion of the temperature increase period and immediately prior to the start of the temperature decrease period. After the temperature increase period is complete, all exposed concrete surfaces shall be cured in a moist environment at a controlled and constant elevated temperature throughout the entire duration of the constant maximum temperature period. Termination of the constant maximum temperature period and the start of the termination decrease period shall occur after all specified conditions are met (see *Table 8: Constant Maximum Temperature Period*).

Table 8: Constant Maximum Temperature Period

Sustained Concrete Temperature	Constant Maximum Temperature Period	Compressive Strength
$120^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 158^{\circ}\text{F}$	$6 \text{ hrs} \leq \text{Time} \leq 48 \text{ hrs}$	$\geq 80\% f'_c$

d. Temperature Decrease Period

After the constant maximum temperature period is complete, the concrete temperature shall be cured in a moist environment at a controlled and reduced rate not to exceed 36°F per hour until the concrete temperature is within 20°F of the ambient temperature outside of the curing enclosure.

S. Stripping

The Fabricator shall not strip forms or handle the Precast Concrete Bridge Element until Quality Control compressive strength cylinders attain a minimum compressive strength of 80% Design Strength (f'_c) or the value indicated on the approved drawings has been achieved. After removal from the form, all exposed concrete surfaces shall continue to be cured in conformance with the *Final Curing Methods* sections until completion.

T. Handling and Storage of Precast Concrete Bridge Elements

Precast Concrete Bridge Elements may be exposed to temperatures below freezing (32°F) when the chosen curing cycle has been completed, provided that the following conditions are met:

- (a) Precast Concrete Bridge Elements are protected from precipitation with polyethylene curing covers until 100% f'_c is attained
- (b) Precast Concrete Bridge Elements maintain a minimum concrete temperature of 40°F until 100% f'_c is attained

Precast Concrete Bridge Elements damaged during handling and storage will be repaired or replaced at MassDOT's direction at no cost to MassDOT. Precast Concrete Bridge Elements shall be lifted at the designated points by approved lifting devices embedded in the concrete and in accordance with proper lifting and handling procedures. Storage areas shall be smooth and well compacted to prevent damage due to differential settlement. Precast Concrete Bridge Elements shall be supported on the ground by means of continuous blocking, in accordance with the approved dunnage plan.

ITEM 995. (Continued)

Precast Concrete Bridge Elements shall be loaded on a trailer with blocking as described above, in accordance with the approved dunnage plan. Shock-absorbing cushioning material shall be used at all bearing points during transportation of the Precast Concrete Bridge Elements. Blocking shall be provided at all locations of tie-down straps. Precast Concrete Bridge Elements stored prior to shipment shall be inspected by the Contractor prior to being delivered to the site to identify damage that would be cause for repair or rejection.

U. Repairs and Replacement

In the event defects are identified, they shall be classified in the following categories and a non-conformance report (NCR) shall be filed if required. The NCR shall be submitted to MassDOT for review. Defects in all categories shall be documented by plant Quality Control personnel and made available to MassDOT upon request. Any required repairs shall utilize materials listed on the MassDOT QCML.

Where noted, defects shall be repaired according to the PCI Northeast Region Guidelines for Resolution of Non-Conformances in Precast Concrete Bridge Elements, Report Number PCINE-18-RNPCBE. Please note that reference to PCINE-18-RNPCBE is made for repair details only. In the case of conflicts with this Special Provision, this Special Provision shall govern.

1. Category 1, Surface Defects

Category 1 defects do not need to be repaired, and an NCR does not need to be filed. Surface defects are defined as the following:

- a. Surface voids or bug holes that are less than 5/8-inch in diameter and less than 1/4-inch deep, except when classified as Category 4
- b. Cracks less than or equal to 0.006 inches wide
- c. Cracks less than or equal to 0.125 inches wide on surfaces that will receive a field-cast concrete overlay

2. Category 2, Minor Defects

Category 2 defects shall be repaired, but an NCR does not need to be filed. Minor defects are defined as the following:

- a. Spalls, honeycombing, surface voids that are less than 2 inches deep and have no dimension greater than 12 inches
- b. Cracks less than or equal to 0.016 inches that will not receive a concrete overlay
- c. Broken or spalled corners that will be covered by field-cast concrete

Minor defects shall be repaired according to PCINE-18-RNPCBE. Cracks shall be sealed according to the PCI Repair Procedure #14 in PCINE-18-RNPCBE.

ITEM 995. (Continued)**3. Category 3, Major Defects**

For Category 3 defects, the Fabricator shall prepare an NCR that documents the defect and describes the proposed repair procedure. The NCR shall be submitted to MassDOT for approval prior to performing the repair. Major defects are defined as the following:

- a. Spalls, honeycombing and surface voids that are deeper than 2 inches or have any dimension greater than 12 inches, when measured along a straight line
- b. Concentrated area of defects consisting of four or more Category 2 Defects within a 4-square foot area.
- c. Exposed reinforcing steel
- d. Cracks greater than 0.016 inches and less than or equal to 0.060 inches in width that will not receive a concrete overlay
- e. Bearing area spalls with dimensions not exceeding 3 inches
- f. Cracks, spalls and honeycombing that will be encased in cast in place concrete need not be repaired, but the limits and location of the defects shall be documented with an NCR

Upon MassDOT approval, defects and cracks shall be repaired according to PCINE-18-RNPCBE and this specification. All repairs shall be completed at the expense of the Contractor.

4. Category 4, Rejectable Defects

Rejectable defects as determined by the MassDOT Inspector, RMS, and Engineer may be cause for rejection. Fabricator may submit an NCR with a proposed repair procedure, requesting approval. Some rejectable defects are defined as the following:

- a. Surface defects on more than 5% of the surface area which will be exposed to view after installation
- b. Minor defects that in total make up more than 5% of the surface area of the unit
- c. Cracks greater than 0.060 inches in width except as noted in Category 1
- d. Elements fabricated outside of the specified tolerances
- e. MassDOT compressive strength testing that does not meet the specified Design Strength, f'_c

V. Loading

Prior to the Fabricator loading the Precast Bridge Element on to the truck for shipping, the Fabricator shall provide the MassDOT Plant Inspector and RMS a minimum seven (7) days' notice of the Fabricator's intent to load the Precast Bridge Element. Inspection by the MassDOT Plant Inspector shall take place while the element is still on dunnage in the yard. The element shall not be loaded onto the truck until the MassDOT Plant Inspector has performed the inspection.

ITEM 995. (Continued)**W. Shipping**

Prior to shipment, the Fabricator shall perform the following actions and provide the required documentation to the MassDOT Plant Inspector:

- a. Precast Concrete Bridge Elements shall remain at the Fabricator's plant for a minimum of 7 days after cast date.
- b. QC Inspection Reports shall be signed by the Quality Control Manager and provided to the MassDOT Plant Inspector.
- c. QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the Precast Concrete Bridge Element's representative Sublot shall be generated by the Fabricator and provided to the MassDOT Plant Inspector.
- d. Certificate of Compliance shall be generated by the Fabricator as described under the Fabricator Quality Control section and provided to the MassDOT Plant Inspector.
- e. All MassDOT RMS approved Corrective Actions submitted on the Non-Conformance Reports (NCR), shall be verified to have been completed by the MassDOT Plant Inspector and Quality Control Manager.
- f. All NCRs shall be signed off by the Quality Control Manager, MassDOT Inspector and MassDOT RMS.

X. Delivery

Upon Delivery, the following documentation shall be provided to the MassDOT Resident Engineer or designee:

- a. QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the Precast Concrete Bridge Element's representative subplot.
- b. Certificate of Compliance generated by the Fabricator as described under the Fabricator Quality Control section.
- c. QC Inspection Reports signed by the Quality Control Manager.

The Contractor shall inspect Precast Concrete Bridge Elements upon receipt at the site. Precast Concrete Bridge Elements damaged during delivery shall be repaired or replaced at MassDOT's direction at no cost to MassDOT.

CONSTRUCTION METHODS – FIELD CONSTRUCTION**A. General.**

All of the Contractor's field personnel involved in the erection and assembly of the Precast Concrete Bridge Elements shall have knowledge of and follow the approved Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly.

ITEM 995. (Continued)

Prior to installation, the following documentation shall be reviewed and confirmed by the MassDOT Resident Engineer or designee:

- a. QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the Precast Concrete Bridge Element's representative subplot.
- b. Certificate of Compliance generated by the Fabricator as described under the Fabricator Quality Control section.
- c. QC Inspection Reports signed by the Quality Control Manager.

Field construction staff shall verify that the Resident Engineer has accepted all Precast Concrete Bridge Elements prior to installation.

B. Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly

Prior to the erection, the Contractor shall submit an Erection Procedure and a Quality Control Plan for Precast Concrete Bridge Element Assembly for approval by the Engineer. This submittal shall include computations and drawings for the transport, hoisting, erection and handling of the Precast Concrete Bridge Elements. The Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly shall be prepared and stamped by a Professional Engineer registered in the Commonwealth of Massachusetts with working knowledge of the Contractor's equipment, approved shop drawings, and materials to build the bridge. The Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly shall, at a minimum, include the following:

1. Erection Procedure

The Erection Procedure shall be prepared to conform to the requirements of 960.61, Erection and the applicable sections in Chapter 8 of the PCI Design Handbook (seventh edition) for handling, erection, and bracing requirements. At a minimum, the Erection Procedure shall provide:

- a. Minimum concrete compressive strength for handling the Precast Concrete Bridge Elements.
- b. Concrete stresses during handling, transport, and erection.
- c. Crane capacities, pick radii, sling geometry, and lifting hardware.
- d. Verification that the equipment can handle all pick loads and weights with the required factor of safety.
- e. Evaluation of construction sequence and evaluation of any geometric conflicts in the lifting of the Precast Concrete Bridge Elements and setting them as shown on the plans.
- f. Design of crane supports including verification of subgrade for support.
- g. Location and design of all temporary bracing that will be required during erection.

Non-shrink grout and concrete materials, approved by the Engineer, shall be placed as shown on the plans. Fill joints, keyways, and voids, in strict accordance with the specifications and manufacturer's recommendations and instructions.

ITEM 995. (Continued)

For footings, approach slabs and precast highway guardrail transitions, once these Precast Concrete Bridge Elements have been set to the correct horizontal and vertical alignment, the void between them and the supporting soil shall be filled with Controlled Density Fill – Non-Excavatable to the limits as shown on the plans. Add additional grout ports in the footings to facilitate the bedding process if required. Joints shall be filled flush to the top with non-shrink grout, and any vertical misalignment between adjacent elements shall be feathered out on a slope of 1 to 12.

Curing of grout or concrete shall be performed in strict accordance with the specifications and manufacturer's recommendations. Filling shall not be completed in cold weather when either the ambient temperature or the precast member's temperature is below the manufacturer's recommendation. No localized heating of either the precast members or of the air surrounding the element will be permitted in an attempt to reach application temperatures.

If the joints or voids are not filled within five days after the Precast Bridge Elements are erected, the Contractor shall cover and protect the openings from weather and debris until they are filled.

2. Quality Control Plan for Precast Concrete Bridge Element Assembly

The Quality Control Plan for Precast Concrete Bridge Element Assembly is a document prepared and submitted by the Contractor prior to the start of work which requires the Contractor to identify and detail the sequence of construction in accordance with the project schedule and which clearly identifies all stages of field construction. The assembly procedures for the Precast Concrete Bridge Elements shall be submitted on full size 24"x36" sheets. This document will be treated as a Construction Procedure and will be reviewed by both the Designer and the District Construction Office. The approval of this document will serve as a guideline for setting interim concrete and grout strengths and curing procedures to allow construction to proceed without waiting for the final in-service strengths to be achieved.

The following list details the minimum criteria that should be included in the Quality Control Plan for Precast Concrete Bridge Element Assembly:

- a. A detailed schedule showing the sequence of operations that the Contractor will follow. The schedule shall include a timeline for installation of all major elements of the bridge accounting for the installation of temporary works and cure times of grouts or closure pour concrete and other selected materials.
- b. Calculations that support the schedule outlined above should be included verifying that the selected materials have adequate interim strength to proceed from one step to another. Final material strengths are not normally required until the bridge is opened to vehicular traffic. The minimum factor of safety of two (2) will be required for the interim strength of grouts and closure pour concrete before construction is allowed to proceed to subsequent steps. The factor of safety is applied to the service loads that are supported by the elements and materials during various stages of construction. For example, if the Contractor calculates that the grout between the precast pier cap and pier wall requires a strength of 100 psi to support the dead load of the beams in the next step, a cylinder break of 200 psi will be required prior to allowing the pier cap to be loaded with the beams. The required strength of materials for subsequent construction stages shall also be calculated and the material strength verified.

ITEM 995. (Continued)

- c. The Contractor is responsible for determining the center of gravity for all elements. Special care shall be used for unusual elements that are not symmetric. These elements may require special lifting hardware to allow for installation in a plumb or flat position.
- d. Plan of the work area, depicting items such as temporary earth support, utilities within the immediate vicinity of the work, drainage structures, etc. The Contractor shall coordinate the various subcontractors that will need to occupy the same area and shall ensure that there are no conflicts. For example, if the Contractor is having different Subcontractors prepare and submit plans for temporary earth support and demolition, and the earth support is required to be installed prior to the demolition, it shall be the Contractor's responsibility to ensure that the Quality Control Plan for Precast Concrete Bridge Element Assembly submission allows both operations to be performed without field modification.
- e. Details of all equipment that shall be employed for the construction of the bridge.
- f. Methods of providing temporary support of the elements. Include methods of adjusting and securing the element after placement.
- g. Vertical Adjustment Assemblies to be used as a means of setting precast concrete footings to the correct elevations.
- h. Procedures for controlling the overall horizontal dimensions and the vertical elevations as each precast concrete bridge element is erected by using the tolerance limits of the joints as detailed on the plans.
- i. Methods for curing grout.
- j. Proposed methods for installing non-shrink grout and the sequence and equipment for the grouting operation.
- k. Methods for sealing the keyways in preparation for filling with non-shrink grout, including the use of backer rods. The Contractor shall not assume that the backer rods will restrain the pressure from the grout in vertical grout joints. Provide additional forming to retain the backer rod.

C. Survey and Layout

Working points, working lines, and benchmark elevations shall be established prior to placement of all elements. The Contractor is responsible for field survey as necessary to complete the work. MassDOT reserves the right to perform additional independent survey. If discrepancies are found, the Contractor may be required to verify previous survey data.

D. Preparation of Closure Pour Keyways

Immediately prior to erecting the Precast Concrete Bridge Elements, the closure pour shear keys shall be cleaned at the job site of all dust, dirt, carbonation, laitance, and other potentially detrimental materials which may interfere with the bonding of the closure pour concrete and precast concrete using a high-pressure water blast. The exposed reinforcing steel in the precast concrete shall be protected from damage during the cleaning of the keyways. Damaged epoxy coating of steel reinforcement shall be repaired, and the reinforcing steel shall be cleaned as directed by the Engineer. The surfaces of the shear keys shall be wetted so that the surfaces shall have a Saturated Surface Dry (SSD) condition for at least 24 hours prior to the placement of the closure pour concrete.

ITEM 995. (Continued)**E. Erection**

The elements shall be placed in the sequence and according to the methods outlined in the Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly. As the erection proceeds, the Contractor shall constantly monitor the assembly to ensure that the precast concrete bridge element is within proper horizontal and vertical location and tolerances prior to releasing it from the crane and setting the next unit. The Contractor may use shims to maintain proper setting tolerances.

The concrete elements shall be lifted only by the lifting devices, and the utmost care shall be taken to prevent distortion of the elements during handling, transportation or storage.

Suitable spreaders shall be used during lifting so that only a vertical pull will be made on the lifting device. A non-vertical lifting force may be permitted if prior written approval is given by the Engineer. This approval will be contingent on the Contractor demonstrating by calculations, prepared by a Professional Engineer registered in Massachusetts, that the elements will not be damaged by the non-vertical lifting force and by documentation that the capacity of the lifting devices is adequate for the non-vertical lifting force.

Precast components shall be pre-bed with non-shrink grout thicker than shim stacks prior to placing other precast elements on top of them.

After all Precast Concrete Bridge Elements have been placed, the actual overall dimensions of the structure both horizontal and vertical, as laid out shall not deviate from the nominal dimensions shown on the plans beyond a tolerance of +0 inches and -1 inches. Once the layout of Precast Concrete Bridge Elements has been accepted by the Engineer, the Contractor shall cut all lifting devices off below the surfaces of the elements.

F. Filling of Blockouts for Lifting Devices and Threaded Inserts

If the blockouts in the Precast Concrete Bridge Elements where the lifting devices were located will be exposed and visible after assembly is complete, the Contractor shall fill these blockouts with Cement Mortar (M4.02.15) or grout.

After the formwork has been removed, all threaded inserts that have been cast into the precast concrete bridge deck for support of the formwork shall be filled with a grout of the same color as that of the precast concrete.

ITEM 995. (Continued)**INTERIOR AND EXTERIOR PREFABRICATED BRIDGE UNITS****A. General.**

The work under this Heading consists of fabricating, transporting, and erecting Prefabricated Bridge Units (PBUs) and includes all labor, materials, equipment and incidentals necessary to complete the work as shown on the Plans. PBUs consist of shop assembled pairs of structural steel beams and associated diaphragms with shop cast reinforced concrete deck slabs that are fabricated off site and shipped as units. The work shall conform to the MassDOT Standard Specifications and the requirements of the current AASHTO LRFD Bridge Construction Specifications, supplemented by the current relevant provisions of the latest edition of PCI MNL-116 (The Manual for Quality Control for Plants and Production of Precast and Prestressed Concrete Products), except as noted herein. MassDOT contract documents shall take precedence over the AASHTO LRFD Bridge Construction Specifications and PCI MNL-116. Subsection M4.02.14 of the MassDOT Standard Specifications is superseded in its entirety by the requirements specified below.

QUALITY ASSURANCE FOR STRUCTURAL STEEL**A. General.**

Quality Assurance requirements for the fabrication of structural steel shall be as specified in Section 960 and shall be performed at the structural steel plant during fabrication, at the precast concrete plant during PBU assembly, and in the field for final erection and assembly. Quality Assurance requirements for the assembly of the structural steel elements and fabrication of precast concrete deck slabs shall be as specified below.

B. Quality Control for Structural Steel

The work under this subheading shall conform to the relevant provisions of Section 960 and shall include the supply, fabrication, and assembly of beams and diaphragms into PBUs. Fabricators shall be approved by MassDOT in accordance with Standard Specifications, Division I, Section 6.01. The steel Fabricator shall provide qualified work crew(s) and QC inspectors to the precast concrete plant as needed to perform all steel fabrication and assembly work that is required to be performed for the fabrication of the PBUs.

C. Acceptance for Structural Steel

Structural steel elements shall conform to the requirements of the specifications and shall be accepted by MassDOT prior to being released from the steel Fabricator for shipment to the precast plant. The structural steel for the PBUs shall be assembled at the precast concrete plant and the assembly shall be accepted by MassDOT at the precast concrete plant prior to casting the deck.

ITEM 995. (Continued)**QUALITY ASSURANCE FOR PRECAST CONCRETE****A. General**

Quality Assurance includes all the planned and systematic actions necessary to provide confidence that a product or facility will perform satisfactorily in service. It is an all-encompassing term that includes Quality Control (performed by the Fabricator) and Acceptance (performed by MassDOT). Quality Control is the system used by the Contractor and Fabricator to monitor and assess their production processes at the plant facility and installation activities at the project site to ensure that the final product will meet the specified level of quality. Acceptance includes all factors used by MassDOT to determine the corresponding value for the product. MassDOT Acceptance inspection at the plant facility is intended as a means of evaluation of compliance with contract requirements. Contractor and Fabricator Quality Control activities and MassDOT Acceptance activities shall remain independent from one another. MassDOT Acceptance activities shall not replace Fabricator Quality Control activities.

B. Fabricator Quality Control

Quality Control shall be performed by the Fabricator to ensure that the product is fabricated in conformance with the specifications herein. The Fabricator shall maintain a Quality Control system to monitor, assess, and adjust placement and fabrication processes to ensure the PBU(s) meet the specified level of quality, through sufficient Quality Control sampling, testing, inspection, and corrective action (where required). The Fabricator's Quality Control system shall address all key activities during the placement and fabrication and shall be performed in conformance with the Fabricator's NPCA or PCI Certification. Quality Control documentation shall meet the requirements of the *Fabricator Quality Control – Documentation* section below. Upon request, Fabricator Quality Control documentation shall be provided to the MassDOT Plant Inspector.

1. Plant

Prior to the fabrication of PBUs, the Fabricator's precast concrete plant shall obtain the following:

- (a) Certification by the National Precast Concrete Association (NPCA) Plant Certification Program or Precast/Prestressed Concrete Institute (PCI) Plant Certification Program, for PBU fabrication
- (b) MassDOT Prequalification
- (c) MassDOT Mix Design Approval

All concrete for a given PBU shall be produced by a single company and plant, unless otherwise approved by the Engineer.

2. Personnel

The Fabricator shall provide adequate training for all QC personnel in accordance with NPCA or PCI certification. There shall be sufficient personnel trained and certified to perform the tests listed under Subsection M4.02.13, Part D. At a minimum, the Fabricator's Quality Control Personnel shall maintain the following qualifications and certifications:

ITEM 995. (Continued)

- (a) QC Manager with an active NETTCP Field Technician or ACI Concrete Field Testing Technician – Grade I certification or higher, and a minimum of 5 years continuous experience in the manufacture of PBUs for state transportation departments. The QC Manager shall be on site while the batch plant is producing and placing concrete for MassDOT projects.
- (b) A Technician/Inspector having the Precast/Prestressed Concrete Institute (PCI) Technician/Inspector Level I or NorthEast Transportation Training and Certification Program (NETTCP) Precast Concrete Inspector, or higher.

The Contractor shall submit to the Engineer a copy of the Fabricator's Quality Control Personnel required qualifications, as specified above.

3. Laboratory

The Fabricator shall provide a room of sufficient size to house all equipment and to adequately perform all testing. The room shall have either a separate moisture storage room or curing box for concrete cylinders, and it shall be thermostatically controlled to maintain temperatures consistent with AASHTO T 23. It shall include a desk and file cabinet for proper record keeping, and have good lighting and ventilation. This room shall be kept for testing and quality control and not used for any other purpose. An additional desk and file cabinet shall be provided for exclusive use of the Engineer. No exception from these requirements will be allowed without the express written permission of the Engineer.

4. Testing Equipment

At a minimum, the Fabricator's plant facility shall have the following testing equipment:

- (a) Air Content Meter Type A or B: AASHTO T 152
- (b) Air Content Meter Volumetric Method: AASHTO T 196 (Required for Lightweight Concrete)
- (c) Slump Cone: AASHTO T 119
- (d) Cylinder Molds AASHTO M 205
- (e) Concrete Testing Machine: AASHTO T 22
- (f) Screening Sieve: AASHTO T 27, AASHTO T 11
- (g) Curing Box: AASHTO T 23
- (h) Spread Test Base Plate for Self-Consolidating Concrete (SCC): ASTM C1611
- (i) All other equipment prescribed by AASHTO and ASTM standards for the tests to be performed by the Fabricator as specified

5. Inspection

Quality Control personnel shall monitor and inspect the fabrication of each PBU. Quality Control personnel shall report all inspection activities on Quality Control Inspection Reports and non-conformances on Non-Conformance Reports (NCRs) throughout the entire fabrication process, as specified herein.

ITEM 995. (Continued)**6. Temperature Monitoring**

At a minimum, the Fabricator shall monitor, record, and report the temperatures of the form, ambient temperatures surrounding the concrete, and temperatures of the concrete continuously, without interruption as specified below:

- (a) Prior to placement of concrete to verify that $T_i \geq 50^\circ\text{F}$.
- (b) Immediately after placement to verify that $T_i \geq 50^\circ\text{F}$ is maintained.
- (c) Throughout the entire duration of the curing cycle, at regular intervals not to exceed one hour until 100% Design Strength (f'_c) is attained and concrete has cooled to within 40°F of the ambient temperature surrounding the Prefabricated Bridge Unit.

At a minimum, the temperature measuring devices shall record and report the temperature of the concrete to the nearest 2°F . At least two temperature sensors (thermocouples) shall be positioned to record the maximum and minimum anticipated concrete temperatures. The anticipated minimum temperature shall be measured with one or more thermocouples at a distance no greater than 2 inches from the surface of the thinnest section. The anticipated maximum temperature shall be measured with one or more thermocouples at the center of the thickest section. Proposed temperature measurement locations shall be submitted to the Engineer for approval. Temperature recording devices shall be located within the curing enclosure and calibrated as required by PCI MNL-116 Section 4.18.4. Maximum heat increase and cool down rates shall comply with PCI MNL-116, Section 4.19. The Contractor shall furnish temperature logs recorded at a minimum frequency of once per hour to the Inspector as required, with each post-pour QC inspection report.

7. Sampling and Testing

At a minimum, the Fabricator shall perform random Quality Control sampling and testing as specified in *Table 1: Quality Control Sampling and Testing*. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during fabrication. Test Specimens shall conform to the requirements of Section M4.02.13 of the MassDOT Standard and Supplemental Specifications and AASHTO R 60, with the exception of the Stripping (80% f'_c) set of cylinders. Stripping (80% f'_c) cylinders shall be cured in the same location and environment as the PBU they represent. If approved by the Engineer, compressive strength cylinder match curing equipment, that maintains the same concrete conditions that the corresponding PBU is exposed to, may be utilized in lieu of Stripping (80% f'_c) field cured cylinders, with the use of thermocouples, controllers, and heaters.

ITEM 995. (Continued)

Quality Characteristic	Test Method	Sample Size	Specification Limit	Lot Size ^(c)	Sublot Size ^(d)	Frequency	Point of Sampling
Slump (in.) ^(a)	AASHTO T 119	Per AASHTO	≤ 8 in. or as approved by the Engineer	Total Quantity of PBUs fabricated on a Contract, per Bid Item, per Mix Design	One (1) PBU	One (1) per Sublot or fraction thereof	Point of Discharge
Air Content (%)	AASHTO T 152	Per AASHTO	$5\% \leq \% \leq 8\%$				
Temperature (°F)	AASHTO T 309	Per AASHTO	$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$				
Compressive Strength (psi)	AASHTO T 22	Stripping Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 80\% f'_c$ at Stripping				
		7-day Cylinders: One (1) set of Three (3) 4 x 8 in.	For Information at 7 days				
		28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 100\% f'_c$ at 28 days				
		56-day Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 100\% f'_c$ at 56 days ^(b)				

Table 1: Quality Control Sampling and Testing**Notes:**

- (a) Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- (b) 56-day Compressive Strength test specimens shall require testing only when 28-day Compressive Strength test specimens have failed to meet Design Strength (f'_c).
- (c) Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
- (d) Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

8. Certificate of Compliance

The Fabricator shall provide a Certificate of Compliance in accordance with Standard Specifications, Division I, Section 6.01, stating that QC test cylinders have achieved the design strength, f'_c . A Certificate of Compliance shall accompany each shipment and shall be presented to the MassDOT Resident Engineer or designee upon delivery to the site.

ITEM 995. (Continued)**9. Documentation**

At a minimum, the Fabricator shall maintain a filing system for the following QC records and documentation. All QC records and documentation shall be made available to MassDOT upon the request of the Department.

- (a) Current MassDOT Approved Mix Design Sheet(s) and Approval Letter(s)
- (b) PCI or NPCA Certification
- (c) Current Qualifications and Certifications for QC Manager(s) and QC Technician(s)
- (d) Most current set of Approved Shop Drawings
- (e) Approved Placement, Finishing and Curing Plan
- (f) Approved Dunnage Plan
- (g) Fabricator Certificate of Compliance for each fabricated PBU
- (h) Admixture Manufacturer's Certification of Compliance for each approved Admixture
- (i) Completed QC Inspection Report for each fabricated PBU
- (j) Identification Number for each fabricated PBU
- (k) Time and date of casting of each fabricated PBU
- (l) Date of stripping of each fabricated PBU
- (m) Batch Ticket Printout reporting the quantity of concrete produced for each batch of concrete produced
- (n) Concrete temperature records for each fabricated PBU
- (o) QC Test Report Forms for each subplot of concrete produced
- (p) Non-Conformance Reports (NCRs)
- (q) Documentation of Repairs (if applicable)

C. Acceptance

MassDOT will perform Acceptance inspection, sampling, and testing during fabrication and installation, to evaluate the quality and degree of compliance of the fabricated PBU to MassDOT specifications. Additionally, MassDOT Inspectors will monitor the Fabricator's Quality Control activities to ensure the Fabricator is properly administering Quality Control in conformance with the Fabricator's NPCA or PCI Certification. Acceptance inspection and test results not meeting MassDOT specifications will result in Non-conformance Reports (NCR) being issued by MassDOT to the Fabricator or Contractor for corrective action. Final Acceptance for the fabricated PBUs shall be determined by MassDOT.

1. Inspection

A MassDOT MassDOT Inspector will be assigned to perform Acceptance activities during fabrication, which includes the inspection of the materials, work procedures, and PBUs. At least seven (7) days prior to the scheduled start of fabrication, the Fabricator shall contact the MassDOT Research and Materials Section (RMS) to provide notice of the scheduled fabrication start date. The Fabricator shall complete the following activities prior to notifying MassDOT RMS of the scheduled start date:

ITEM 995. (Continued)

- (a) Receive approval for all submitted Fabricator cement concrete mix designs from the MassDOT Research and Materials Section for the current year, as specified under the *Mix Design* section and *Table 3: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete shall meet the requirements of M4.02.17.
- (b) Receive approval for the submitted Fabricator Placement, Finishing, and Curing Plan from the MassDOT Research and Materials Section, as specified under the *Placement, Finishing, and Curing Plan* section.
- (c) Receive Engineer of Record approved shop drawings from the MassDOT Research and Materials Section as specified under the *Shop Drawings* section.
- (d) Participate in the pre-production meeting, as described under the *Pre-Production Meeting* section (if required).

Prior to the start of fabrication, the Fabricator shall review the fabrication schedule with the MassDOT Inspector. Fabrication shall only proceed when:

- (a) The QC Inspector and MassDOT Inspector are present to inspect the PBU(s) being fabricated.
- (b) The QC Manager is present at the Fabricator's plant.

The Fabricator shall grant access to all required areas of the Fabricator's plant to the MassDOT Inspector, during the hours of fabrication. Fabrication without MassDOT Inspector access to required areas is prohibited, and will result in the rejection of the PBU(s).

Additionally, the MassDOT Inspector will monitor the adequacy of the Fabricator's Quality Control activities. MassDOT Inspector Acceptance activities performed at the Fabricator's plant shall remain independent from the Fabricator, and does not replace the Fabricator's required Quality Control activities.

2. Sampling and Testing.

At a minimum, the MassDOT Inspector will perform random Acceptance sampling and testing for each Sublot of concrete produced as specified in *Table 2: Acceptance Sampling and Testing*. The MassDOT Inspector will also perform Acceptance sampling and testing on concrete that has been retempered with admixtures or hold-back water during production. Test Specimens will conform to the requirements of Section M4.02.13 of the MassDOT Standard and Supplemental Specifications and AASHTO R 60.

ITEM 995. (Continued)

Quality Characteristic	Test Method	Sample Size	Specification Limit	Lot Size ^(c)	Sublot Size ^(d)	Frequency	Point of Sampling
Slump (in.) ^(a)	AASHTO T 119	Per AASHTO	≤ 8 in. or as approved by the Engineer	Total Quantity of PBUs fabricated on a Contract, per Bid Item, per Mix Design	One (1) PBU	One (1) per Sublot or fraction thereof	Point of Discharge
Air Content (%)	AASHTO T 152	Per AASHTO	$5\% \leq \% \leq 8\%$				
Temperature (°F)	AASHTO T 309	Per AASHTO	$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$				
Compressive Strength (psi)	AASHTO T 22 AASHTO T 23	7-day Cylinders: One (1) set of Three (3) 4 x 8 in.	For Information at 7 days				
		28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 100\% f'_c$ at 28 days				
		56-day Cylinders: One (1) set of Three (3) 4 x 8 in.	$\geq 100\% f'_c$ at 56 days ^(b)				

Table 2: Acceptance Sampling and Testing**Notes:**

- (a) Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- (b) 56-day Compressive Strength test specimens shall require testing only when 28-day Compressive Strength test specimens have failed to meet Design Strength (f'_c).
- (c) Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
- (d) Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

ITEM 995. (Continued)**MATERIALS**

Materials shall meet the following specifications (if applicable):

General	M4.00.00
Portland Cement	M4.01.0
Blended Hydraulic Cements	M4.01.1
Fly Ash	M4.01.2
Cement Concrete	M4.02.00
Cement	M4.02.01
Cement Mortar	M4.02.15
Aggregates	M4.02.02
Lightweight Aggregates	M4.02.03
Water	M4.02.04
Cement Concrete Additives	M4.02.05
Proportioning	M4.02.06
Mixing and Delivery	M4.02.10
Test Specimens	M4.02.13
Mortar for Filling Keyways	M4.04.0
Slag	AASHTO M 302
High Performance Cement Concrete	M4.06.1
Self-Consolidating Concrete (SCC)	M4.02.17
Reinforcing Bars	M8.01.0
Epoxy Coated Reinforcing Bars	M8.01.7
Galvanized Reinforcing Bars	M8.01.8
Mechanical Reinforcing Bar Splicer	M8.01.9
Lifting Devices	PCI MNL-116
Stud Shear Connectors	M8.04.1
High Strength Bolts.	M8.04.3
Structural Steel	M8.05.0

1. Cement Concrete Mix Design.

The cement concrete shall be comprised of specified proportions of water and MassDOT approved aggregates, cement, supplementary cementitious materials (SCMs), and admixtures to form a homogenous composition. Cement concrete for PBUs shall be 4000 psi, ¾" inch, 585 HP Cement Concrete and meet the requirements of M4.06.1 High Performance Cement Concrete, with the exception that the "Total Cementitious Content" specified shall be considered the "Maximum Allowable Cementitious Content", as specified in *Table 3: Cement Concrete for PBUs*. When used, self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.

Table 3: Cement Concrete for PBUs

28 Day Compressive Strength	Maximum Coarse Aggregate Size	Maximum Allowable Cementitious Content
4000 psi	¾ inches	585 lb/cy

ITEM 995. (Continued)

Prior to production of cement concrete, the Fabricator shall report and submit all proposed mix design formulations and its constituent materials onto the MassDOT Cement Concrete Mix Design Sheet to the MassDOT Research and Materials Section for review and approval. All mix design yields shall be designed for 1.0 cubic yards of concrete, with an allowable tolerance of +/- 1.0 %. All liquids incorporated into the proposed mix design(s) shall include both water and admixtures in the liquid mass calculation.

During production of cement concrete, the Fabricator shall not alter the previously approved mix design formulation or its constituent materials. Proposed alterations in source, type, batch quantity, or gradation to any of the constituent materials of the previously approved mix design formulation shall require a new MassDOT Mix Design Sheet submission to the MassDOT Research and materials Section for review and approval. Fabrication shall not occur without prior MassDOT mix design approval.

The Fabricator shall notify MassDOT RMS to schedule trial batch testing for the new mix design(s). Trial batch testing shall meet the following requirements:

- (a) Performed by a qualified laboratory and/or AASHTO accredited laboratory.
- (b) Performed and/or sampled in the presence of a MassDOT Inspector.
- (c) Meet the requirements as specified in *Table 4: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete (SCC) shall meet M4.02.17.

Failure to perform all of the required trial batch testing or provide MassDOT RMS trial batch test results within the Specification Limits (as specified in Table 4) will result in the disqualification of the Fabricator's proposed mix design(s).

Table 4: Trial Batch Sampling and Testing for New Mix Designs

Quality Characteristic	Test Method	Sample Size	Specification Limit	Performed By
Slump ^(a)	AASHTO T 119	Per AASHTO	Max. 8 inches or as approved by the Engineer	Quality Control
Air Content (AC)	AASHTO T 152	Per AASHTO	$5\% \leq AC \leq 8\%$	Quality Control
Temperature (°F)	AASHTO T 309	Per AASHTO	$50^{\circ}\text{F} \leq ^{\circ}\text{F} \leq 90^{\circ}\text{F}$	Quality Control
Compressive Strength ^(b)	AASHTO T 22 AASHTO T 23	28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	Lab Mixed $f'_{cr} = 1.3$ f'_c at 28 days Batch Mixed $f'_{cr} = 1.2$ f'_c at 28 days	MassDOT
Alkali-Silica Reaction (ASR) ^(d)	ASTM C 1567	Per ASTM	M4.02.00	Quality Control
Resistance to Chloride Ion Penetration Chloride Ion Penetration ^(e)	AASHTO T 358 ^(f)	28-day Cylinders: One (1) set of Three (3) 4 x 8 in.	Resistivity ≥ 21 k Ω -cm at 28 days	MassDOT
Freeze/Thaw Durability ^(c)	AASHTO T 161 (Procedure A)	Per AASHTO	Relative Dynamic Modulus of Elasticity after 300 cycles $\geq 80\%$	Quality Control

ITEM 995. (Continued)**Notes:**

- (a) Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
- (b) Trial batch compressive strength testing shall be performed by MassDOT. Acceptance will be based on compressive strength testing performed by MassDOT.
- (c) If an AASHTO accredited laboratory is preparing the trial batch test specimens, MassDOT Acceptance presence is not required. If the Fabricator is preparing the trial batch test specimens, MassDOT Acceptance presence is required during trial batch test specimen preparation.
- (d) Alkali Silica Reaction (ASR) testing shall meet the requirements of M4.02.00. Independent laboratories performing ASR testing shall be listed on the MassDOT Quality Construction Materials List (QCML).
- (e) Calcium nitrite shall be removed from mix designs containing the admixture and replaced by an equivalent quantity of water when preparing Chloride Ion Penetration resistance trial batch test specimens.
- (f) The Wenner probe tip spacing “a” shall be 1.5.

2. Reinforcement

All deck reinforcing steel shall be of the size and spacing as indicated on the plans and shall be epoxy coated Grade 60 unless otherwise noted on the plans.

3. Stud Shear Connectors

Stud shear connectors applied to flanges of the beams may be installed at either the steel fabrication shop or the precast plant. If the installation is performed at the precast plants, the work shall be done by steel fabrication shop personnel.

4. Threaded Inserts

Threaded inserts are permissible on the underside of the PBUs to facilitate forming of the closure pours. Threaded inserts shall be hot dip galvanized or made of stainless steel. The number of threaded inserts shall be minimized and the inserts shall not come in contact with the reinforcing steel.

CONSTRUCTION METHODS – PLANT FABRICATION OF STRUCTURAL STEEL**A. Shop Drawings**

Shop drawings shall conform to the following requirements:

- (a) General Requirements of Section 5.00
- (b) Section 960.60
- (c) The drawings shall account for the geometry of the complete bridge structure and individual PBU components.

ITEM 995. (Continued)**B. Fabrication**

All structural steel components shall be fabricated in accordance with Section 960.61.

C. Coatings

The corrosion protection for the fabricated steel members shall be as specified on the Plans. Exterior fascia and bottom of exterior beams shall be painted green Federal Standard 14223 in accordance to subsections 975.64 and 975.65 of the Standard Specifications.

D. Tolerances

Tolerances for the fabrication of the steel beams shall be in accordance with 960.61.

E. Repairs and Replacement

In the event defects are identified, a non-conformance report (NCR) shall be filed if required. The NCR shall be submitted to MassDOT for review. Any repairs shall be at the discretion of MassDOT and shall require the prior approval of MassDOT.

CONSTRUCTION METHODS – PLANT FABRICATION OF PRECAST CONCRETE**A. Shop Drawings**

Prior to performing any work under this Section, the Contractor shall receive approval for all shop drawings for the PBU being worked on and any special Contract requirements, provided that a complete shop drawing package is provided. The Contractor shall not order materials or begin work before receiving approved shop drawings. MassDOT will reject any precast concrete bridge decks that deviate from the approved drawings or are fabricated prior to receiving written approval of the shop drawings. The Contractor shall bear full responsibility and costs for all materials ordered or work performed prior to the approval of the shop drawings or written authorization from MassDOT.

The Contractor shall submit scaled shop drawings to the Engineer of Record for review and approval. Upon approval, the Engineer of Record will forward two (2) sets of scaled, full size (minimum 24x36") paper copies of the Approved (or Approved As Noted) shop drawings to the MassDOT Director of Research and Materials. Calculations are not to be included in any submittal to the Research and Materials Section. An approval stamp shall appear on every shop drawing sheet. Wet-stamping or wet-signing is not required, provided that the stamp and reviewer name are legible. The Fabricator's name and address shall appear on each sheet.

Resubmittal of "Approved as Noted" shop drawings is not necessary for minor revisions, provided that the correction can be clearly understood and is unambiguous without possibility of misinterpretation. Shop drawings with questions or comments that require a response and/or additional information from the Fabricator must be resubmitted.

Detailed shop drawings shall be prepared in accordance with the relevant provisions of Subsection 5.02 and shall, at a minimum, contain the following:

ITEM 995. (Continued)

- (a) Number and type of PBUs including overall length, width and height.
- (b) Skew angle.
- (c) Location, size and geometry of all steel reinforcement, including mechanical reinforcing bar splicers to be used for connecting Prefabricated Bridge Units together in the field.
- (d) Location and details of all inserts, anchors, and any other items required to be cast into the Prefabricated Bridge Units (whether detailed on the plans by the Engineer of Record or provided for the Contractor's convenience). Prefabricated Bridge Units shall not be fired or drilled into for attachment purposes. All hardware shall be galvanized except as noted.
- (e) Locations and details of the lifting devices, including supporting calculations, type and amount of any additional reinforcing required for lifting. The Fabricator shall design all lifting devices based on the no cracking criteria in Chapter 8 of the PCI Design Handbook (7th edition).
- (f) The minimum compressive strength required prior to handling the Prefabricated Bridge Unit.

The shop drawings shall not include procedures for placement, finishing, and curing of concrete. These details shall be included in the Placement, Finishing and Curing Plan that is to be submitted to MassDOT Research and Materials Section as described under *Placement, Finishing, and Curing Plan*.

B. Fabrication

All precast concrete deckslabs shall be fabricated in accordance with the latest edition of PCI MNL-116 as modified herein.

C. PBU Assembly Plan Drawings

PBU Assembly Plan Drawings shall identify the Fabricator's proposed plan for supporting the steel beams of a PBU unit in a manner that will provide for the proper fit and relative elevations of PBUs consistent with the final relative bridge geometry (elevations, horizontal locations and skew) and that will ensure the beams deflect as assumed in the calculation of the beam camber and Top-of-Form elevations. The PBU Assembly Plan shall also show the design and plan of the foundation that shall support the PBU units during assembly, the method for forming the deck, and the procedure for the placement and finishing of the deck concrete. The PBU Assembly Plan Drawings shall be submitted by the Contractor to the Engineer of Record for approval.

To ensure proper fit in the field and conformance with the roadway profile and deck cross slope, the Fabricator shall cast the deck with the beams set to the relative proposed bridge seat geometry (elevations, horizontal locations, and skew) and the deck forms to the relative blocking distances as defined by the Top-of-Form elevations. The temporary supports shall be installed in accordance with the approved PBU Assembly Plan Drawings. The Contractor shall independently verify the Fabricator's temporary support geometry and the foundation and temporary supports during all operations for settlement. The Contractor shall submit the following documentation to the Engineer of Record for review and approval:

ITEM 995. (Continued)

- (a) The method the Contractor shall employ to independently verify the Fabricator's temporary support geometry as installed to ensure that it is consistent with the final relative bridge geometry
- (b) The method the Contractor shall employ to independently monitor the foundation and temporary support during all assembly and casting operations for settlement
- (c) Method of forming deck slabs

D. Placement, Finishing and Curing Plan

At least 30 days prior to start of fabrication, the Contractor shall submit the Fabricator's proposed Placement, Finishing and Curing Plan to the Engineer for approval by MassDOT Research and Materials Section. This shall be an independent submittal, separate from the fabrication shop drawings. The Placement, Finishing and Curing Plan shall include the following:

- a. Method of Mixing
- b. Method of Placement
- c. Method of Consolidation
- d. Method of Finishing
- e. Method of Initial Curing
- f. Method of Intermediate Curing
- g. Method of Final Curing
- h. Moisture Retention Materials and Equipment (water spray equipment, saturated covers, sheet materials, liquid membrane-forming compounds, accelerated curing equipment, etc.)
- i. Cylinder Curing Methods, Location, and Environmental Control (temperature, humidity, etc.)
- j. Temperature Monitoring, Recording, and Reporting

E. Dunnage Plan Shop Drawings

At least 30 days prior to the start of fabrication, the Contractor shall submit proposed Dunnage Plan Shop Drawings to the Engineer of Record for review and approval. This shall be an independent submittal, separate from the fabrication shop drawings. Upon approval, the Engineer of Record will forward two (2) sets of scaled, full size (minimum 24"x36") paper copies of the Approved (or Approved As Noted) Dunnage Plan Shop Drawings to the MassDOT Director of Research and Materials. Calculations are not to be included in any submittal to the Research and Materials Section. The Dunnage Plan Shop Drawings shall include the following:

- a. Proposed layout of the PBUs for storage in yard and during shipping
- b. Support and blocking point locations
- c. Support and blocking materials

ITEM 995. (Continued)**F. Pre-Production Meeting**

The Contractor shall notify the MassDOT Research and Materials Section to determine if a pre-production meeting will be required to review the specification, shop drawings, curing plan, schedule, and discuss any specific requirements. The meeting shall be held prior to scheduling a MassDOT Inspector (refer to Section *Quality Assurance – Precast Concrete, C. Acceptance, A. Inspection*), and at least seven (7) days prior to the scheduled casting of any PBU or control section. The Contractor shall schedule the meeting, which shall include representatives of the Fabricator and MassDOT.

G. Reinforcement

The reinforcing bars shall be installed in accordance with Section 901.62 of the Supplemental Specifications, including tolerances for cover and horizontal spacing of bars. Components of mechanical reinforcing bar splicers shall be set with the tolerances shown on the plans. The reinforcing bars and mechanical reinforcing bar splicers shall be assembled into a rigid cage that will maintain its shape in the form and which will not allow individual reinforcing bars to move during the placement of concrete. This cage shall be secured in the form so that the clearances to all faces of the concrete, as shown on the plans, shall be maintained.

H. Tolerances

Fabrication shall comply with tolerances specified on the plans. Tolerances for steel reinforcement placement shall be in accordance with 901.62. Tolerances for the deck finish shall be in accordance with 901.66E Section 5.

I. Forms

Concrete shall be cast in rigidly constructed forms, which will maintain the PBUs within specified tolerances to the shapes, lines and dimensions shown on the approved fabrication drawings. Forms shall be constructed from flat, smooth, non-absorbent material and shall be sufficiently tight to prevent the leakage of the plastic concrete. When wood forms are used, all faces in contact with the concrete shall be laminated or coated with a non-absorbent material. All worn or damaged forms, which cause irregularities on the concrete surface or damage to the concrete during form removal, shall be repaired or replaced before being reused. Any defects or damage of more than “Category 2, Minor Defects” made to the concrete, due to form work, stripping or handling, shall be subject to repair or rejection, as defined in the *Repairs and Replacement* section. If threaded inserts are cast into the elements for support of formwork, the inserts shall be recessed a minimum of 1 inch and shall be plugged after use with a grout of the same color as that of the precast cement concrete.

J. Mixing of Concrete

The concrete shall be proportioned and mixed in conformance with the Fabricator’s MassDOT approved mix design and M4.02.10 Mixing and Delivery. Fabrication shall not occur without prior MassDOT mix design approval. The Fabricator shall provide copies of batch tickets to the MassDOT Plant Inspector. The MassDOT Plant Inspector will verify if the batch ticket quantities are within the tolerances of the Fabricator’s MassDOT approved mix design.

ITEM 995. (Continued)**K. Limitations on Placement**

When placing concrete, the evaporation rate of the exposed concrete surface shall be equal to or less than 0.15 lb/ft²/hr as specified in 901.66.B “Placement, Finishing and Curing of Concrete Bridge Decks” of the MassDOT Supplemental Specifications.

L. Placement of Concrete

Prior to the placement of concrete, the temperature of the forms shall be greater than or equal to 50°F. Quality Control inspection shall be performed by the Fabricator as specified in the *Fabricator Quality Control* section. Placement of the concrete shall not proceed until the MassDOT Plant Inspector is present to perform inspection and begin monitoring Fabricator Quality Control inspection activities, and is in compliance with specifications. The MassDOT Plant Inspector shall inspect and accept the placement of the reinforcing steel prior to the placement of concrete into the forms. The Fabricator shall verify all materials and equipment required for protecting and curing the concrete are readily available and meet the requirements of the *Final Curing Methods* section below. All items encased in the concrete shall be accurately placed in the position shown on the Plans and firmly held during the placing and setting of the concrete. Clearance from the forms shall be maintained by supports, spacers, or hangers and shall be of approved shape and dimension.

During placement, the concrete shall maintain a concrete temperature range between 50°F and 90°F. The Fabricator shall minimize the time to concrete placement (measured from start of mixing to completion of placement). In no event shall time to placement exceed 90 minutes. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during the placement of the concrete as specified in the *Fabricator Quality Control* section above. Delays or shutdowns of over 30 minutes shall not be allowed during the continuous filling of individual forms.

M. Consolidation of Concrete

Suitable means shall be used for placing concrete to prevent segregation or displacement of reinforcing steel or forms. The concrete shall be thoroughly consolidated by external or internal vibrators or a combination of both. Vibrators shall not be used to move concrete within the forms. Vibrators shall be used as specified in 901.63C and as directed by the Engineer. Concrete shall be placed and consolidated in a way that minimizes the presence of surface voids or bug holes on the formed surfaces. When used, self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.

N. Finishing of Concrete

The finished deck surface shall be smooth without any projections that could puncture the spray applied waterproofing membrane or depressions that could retain water. Deck panels that will receive a cast-in-place safety curb, barrier, or sidewalk shall have a raked finish with a ¼ inch amplitude applied longitudinally along the length of the PBU. If used, finishing machines shall follow the requirements of Specification Section 901.66E, Sections 1-3.

ITEM 995. (Continued)

The Fabricator shall permanently mark each PBU with its type and/or piece mark, date of casting, and supplier identification either by stamp markings in fresh concrete, waterproof paint, or other approved means on a surface that will not be exposed after assembly.

O. Exposed Surfaces of PBUs

As soon as conditions permit, before the concrete has fully hardened, all dirt, laitance, and loose aggregate shall be removed from the exposed concrete surfaces. Contractor shall not allow foot traffic on the uncured concrete until it has reached sufficient strength to prevent damage.

P. Exposed Surfaces of Closure Pour Shear Keys

The closure pour shear key cast in the sides of the beam flanges shall have an exposed aggregate finish. The closure pour reinforcing steel and its coating shall not be damaged by the process for creating the exposed aggregate surface. Fabricator may utilize a surface retarder with water blast, abrasive blast, or a combination of both to achieve the desired shear key finish. The abrasive blast shall use oil free compressed air. The profile of the shear key surfaces shall be similar to that of 60 grit sand paper.

Q. Initial Curing Methods

After the placement of concrete and prior to concrete finishing, the Fabricator shall initiate initial curing methods when the concrete surface begins to dry, to reduce moisture loss from the surface. Application of one or more of the following initial curing methods shall occur immediately after the bleed water sheen has disappeared.

1. Fogging

- a. Fogging nozzles shall atomize water into a fog-like mist. The fog spray shall be directed and remain visibly suspended above the concrete surface, to increase the humidity of the air and reduce the rate of evaporation. Water from fogging shall not be worked into the surface during finishing operations and shall be removed or allowed to evaporate prior to finishing.

2. Liquid-applied Evaporation Reducers

- a. Evaporation reducers shall be sprayed onto the freshly placed concrete surface to produce an effective monomolecular film that reduces the risk of plastic-shrinkage cracking and rate of evaporation of the bleed water from the concrete surface. Evaporation reducers shall be applied in accordance with manufacturer's recommendations.

R. Intermediate Curing Methods

The Fabricator shall initiate intermediate curing methods if concrete finishing has taken place prior to the concrete reaching final set. The freshly finished concrete surface shall be protected from moisture loss, by the continuation of initial curing methods (fogging and evaporation reducers) until final curing methods are applied or by the use of liquid membrane-forming curing compounds (see *Liquid Membrane-Forming Compounds for Curing* section).

ITEM 995. (Continued)**S. Final Curing Methods**

The Fabricator shall initiate and apply final curing methods to the concrete immediately after the following conditions are met:

- (a) Completion of concrete finishing
- (b) Final set of concrete
- (c) Concrete has hardened sufficiently enough to prevent surface damage

During fabrication of PBUs, the Fabricator shall maintain the required concrete temperature ranges throughout the entire duration of the final curing method cycle as specified herein. Controlled and gradual termination of the final curing method shall occur after all specified conditions are met. The concrete temperature shall be reduced at a rate not to exceed 30°F per hour until the concrete temperature is within 20°F of the ambient temperature outside of the final curing method enclosure. The Fabricator shall maintain a minimum concrete temperature of 40°F until 100% f'_c is attained (see *Handling and Storage* section below).

1. Saturated Covers for Curing

All exposed concrete surfaces shall remain moist with a continuous application of saturated covers throughout the entire duration of the final curing method cycle (see *Table 5: Final Curing Method Cycle for Saturated Covers*). Saturated covers shall be allowed to dry thoroughly before removal to provide uniform, slow drying of the concrete surface.

Table 5: Final Curing Method Cycle for Saturated Covers

Sustained Concrete Temperature	Final Curing Method Cycle Duration	Compressive Strength
50°F ≤ °F ≤ 90°F	≥ 10 days ^(a)	≥ 80% f'_c

Notes:

- (a) Concrete that is elected to receive Spray-Applied Waterproofing Membrane, controlled and gradual termination of the final curing method cycle may occur after 5 days and 80% f'_c is attained.

Saturated covers, such as burlap, cotton mats, and other coverings of absorbent materials shall meet the requirements of AASHTO M 182, Class 3. Saturated covers shall be in good condition, free from holes, tears, or other defects that would render it unsuitable for curing concrete. Saturated covers shall be dried to prevent mildew when storing. Prior to application, saturated covers shall be thoroughly rinsed in water and free of harmful substances that are deleterious or cause discoloration to the concrete. Saturated covers shall have sufficient thickness and proper positioning onto the concrete surface to maximize moisture retention.

Saturated covers shall contain a sufficient amount of moisture to prevent moisture loss from the surface of the concrete. Saturated covers shall be kept continuously moist so that a film of water remains on the concrete surface throughout the entire duration of the final curing method cycle. The Fabricator shall not permit the saturated covers to dry and absorb water from the concrete. Use of polyethylene film (see *Polyethylene Film* section) may be applied over the saturated cover to potentially decrease the need for continuous watering.

ITEM 995. (Continued)**2. Sheet Materials for Curing**

All exposed concrete surfaces shall remain moist with a continuous application of curing sheet materials throughout the entire duration of the final curing method cycle (see *Table 6: Final Curing Method Cycle for Curing Sheet Materials*).

Table 6: Final Curing Method Cycle for Sheet Materials

Sustained Concrete Temperature	Final Curing Method Cycle Duration	Compressive Strength
50°F ≤ °F ≤ 90°F	≥ 10 days ^(a)	≥ 80% f' _c

Notes:

- (a) Concrete that is elected to receive Spray-Applied Waterproofing Membrane, controlled and gradual termination of the final curing method cycle may occur after 5 days and 80% f'_c is attained.

Sheet materials used for curing, such as polyethylene film, white burlap-polyethylene sheeting, and reinforced paper shall meet the requirements of ASTM C171 and the specifications herein. Sheet materials shall inhibit moisture loss and reduce temperature rise in concrete exposed to radiation from the sun during the final curing method cycle. Adjoining covers shall overlap not less than 12 inches. All edges of the covers shall be secured to maintain a moist environment.

(a) Polyethylene Film

Polyethylene film shall meet the requirements of ASTM C171, consist of a single sheet manufactured from polyethylene resins, be free of visible defects, and have a uniform appearance. Careful considerations shall be taken by the Fabricator to prevent the film from tearing during storage and application, so as to not disrupt the continuity of the film (polyethylene film reinforced with glass or other fibers is more durable and less likely to be torn). The Fabricator shall monitor the application of the film to prevent uneven spots from appearing (mottling) on the concrete surface, due to variations in temperature, moisture content, or both. The Fabricator shall prevent mottling from occurring on the concrete surface by applying additional water under the film or applying a combination of polyethylene film bonded to absorbent fabric to the concrete surface to retain and evenly distribute the moisture.

Immediately following final finishing, polyethylene film shall be placed over the surface of the fresh concrete surface, so as to not damage the surface of the concrete and shall be placed and weighted so that it remains in contact with the concrete throughout the entire duration of the final curing method cycle. The film shall extend beyond the edges of the concrete surface. The film shall be placed flat on the concrete surface, avoiding wrinkles, to minimize mottling. Edges of adjacent polyethylene film shall overlap a minimum of 6 inches and be tightly sealed with the use of sand, wood planks, pressure-sensitive tape, mastic, or glue to maintain close contact with the concrete surface, retain moisture, and prevent the formation of air pockets throughout the entire duration of the final curing method cycle.

ITEM 995. (Continued)**(b) White Burlap-Polyethylene Sheeting**

White burlap-polyethylene sheeting shall meet the requirements of ASTM C171, be securely bonded to the burlap so to avoid separation of the materials during handling and curing of the concrete, and be applied in the same manner as the polyethylene film.

(c) Reinforced Impervious Paper

Reinforced impervious paper shall meet the requirements of ASTM C171, consist of two sheets of kraft paper cemented together with a bituminous adhesive and reinforced with embedded cords or strands of fiber running in both directions, and be white in color. Reinforced impervious paper shall be treated to prevent tearing when wetted and dried.

Reinforced impervious paper can be reused so long as it is effective in retaining moisture on the concrete surface. The Fabricator shall visually inspect the reinforced impervious paper for all holes, tears, and pin holes from deterioration of the paper through repeated use by holding the paper up to the light. The paper shall be discarded and prohibited from use when the moisture is no longer retained.

After the concrete has hardened sufficiently to prevent surface damage, the concrete surface shall be thoroughly wetted prior to the application of the reinforced impervious paper, and be applied in the same manner as the polyethylene film.

3. Accelerated Curing

Accelerated curing shall use live steam or radiant heat with moisture in accordance with PCI MNL-116 as modified herein. The concrete temperature shall meet the maximum heat increase and cool down rates as specified herein. Concrete temperature monitoring shall meet the requirements of the *Temperature Monitoring* section. Excessive and fluctuating rates of heating and cooling shall be prohibited. The concrete temperature shall not exceed 158°F at any time. The Fabricator shall meet the following accelerated curing sequencing and requirements.

(a) Initial Delay Period

The initial delay period shall be defined as the duration immediately following the placement of the concrete and the attainment of initial set of the concrete. The Fabricator shall determine the time of initial set in accordance with AASHTO T 197 specifications. Throughout the entire duration of the preset period, initial curing shall be implemented. The temperature increase period (see *Temperature Increase Period* section) shall not occur until initial set of the concrete is attained. During the initial delay period, the concrete temperature shall meet the following requirements:

- i. Concrete temperature rate of increase shall not exceed 10°F per hour.
- ii. Total concrete temperature increase shall not exceed 40°F higher than the placement concrete temperature or 100°F, whichever is less

ITEM 995. (Continued)**(b) Temperature Increase Period**

The temperature increase period shall be defined as the duration immediately following the completion of the initial delay period (after initial set) and immediately prior to the start of the constant maximum temperature period. Application of steam to the enclosure shall not occur until the initial delay period is complete. After the initial delay period is complete, all exposed concrete surfaces shall be cured in a moist environment where the concrete temperature increases at a rate not to exceed 30°F per hour.

(c) Constant Maximum Temperature Period

The constant maximum temperature period shall be defined as the duration immediately following the completion of the temperature increase period and immediately prior to the start of the temperature decrease period. After the temperature increase period is complete, all exposed concrete surfaces shall be cured in a moist environment at a controlled and constant elevated temperature throughout the entire duration of the constant maximum temperature period. Termination of the constant maximum temperature period and the start of the termination decrease period shall occur after all specified conditions are met (see *Table 7: Constant Maximum Temperature Period*).

Table 7: Constant Maximum Temperature Period

Sustained Concrete Temperature	Constant Maximum Temperature Period	Compressive Strength
120°F ≤ °F ≤ 158°F	6 hrs ≤ Time ≤ 48 hrs	≥ 80% f _c

(d) Temperature Decrease Period

After the constant maximum temperature period is complete, the concrete temperature shall be cured in a moist environment at a controlled and reduced rate not to exceed 30°F per hour until the concrete temperature is within 20°F of the ambient temperature outside of the curing enclosure.

T. Stripping

The Fabricator shall not strip forms or handle the precast concrete until Quality Control compressive strength cylinders attain a minimum compressive strength of 80% Design Strength (f_c) or the value indicated on the approved drawings has been achieved. After removal from the form, all exposed concrete surfaces shall continue to be cured in conformance with the *Final Curing Methods* sections until completion.

U. HANDLING AND STORAGE

PBUs may be exposed to temperatures below freezing (32°F) when the chosen curing cycle has been completed, provided that the following conditions are met:

- (a) PBUs are protected from precipitation with polyethylene curing covers until 100% f_c is attained
- (b) PBUs maintain a minimum concrete temperature of 40°F until 100% f_c is attained

ITEM 995. (Continued)

PBUs damaged during handling and storage will be repaired or replaced at MassDOT's direction at no cost to MassDOT. PBUs shall be lifted at the designated points by approved lifting devices embedded in the concrete and in accordance with proper lifting and handling procedures. Storage areas shall be smooth and well compacted to prevent damage due to differential settlement. PBUs shall be supported on the ground by means of continuous blocking, in accordance with the approved dunnage plan.

PBUs shall be loaded on a trailer with blocking as described above, in accordance with the approved dunnage plan. Shock-absorbing cushioning material shall be used at all bearing points during transportation of the PBUs. Blocking shall be provided at all locations of tie-down straps. PBUs stored prior to shipment shall be inspected by the Contractor prior to being delivered to the site to identify damage that would be cause for repair or rejection.

V. REPAIRS AND REPLACEMENT

In the event defects are identified, they shall be classified in the following categories and a non-conformance report (NCR) shall be filed if required. The NCR shall be submitted to MassDOT for review. Defects in all categories shall be documented by plant Quality Control personnel and made available to MassDOT upon request. Any required repairs shall utilize materials listed on the MassDOT QCML.

Where noted, defects shall be repaired according to the PCI Northeast Region Guidelines for Resolution of Non-Conformances in Prefabricated Bridge Units, Report Number PCINE-18-RNPCBE. Please note that reference to PCINE-18-RNPCBE is made for repair details only. In the case of conflicts with this Special Provision, this Special Provision shall govern.

1. Category 1, Surface Defects

Category 1 defects do not need to be repaired, and an NCR does not need to be filed. Surface defects are defined as the following:

- (a) Surface voids or bug holes that are less than 5/8-inch in diameter and less than 1/4-inch deep, except when classified as Category 4
- (b) Cracks less than or equal to 0.006 inches wide
- (c) Cracks less than or equal to 0.125 inches wide on surfaces that will receive a concrete overlay or spray-applied membrane waterproofing

2. Category 2, Minor Defects

Category 2 defects shall be repaired, but an NCR does not need to be filed. Minor defects are defined as the following:

- (a) Spalls, honeycombing, surface voids that are less than 2 inches deep and have no dimension greater than 12 inches
- (b) Cracks less than or equal to 0.016 inches that will not receive a concrete overlay or spray-applied membrane waterproofing
- (c) Broken or spalled corners that will be covered by field-cast concrete

ITEM 995. (Continued)

Minor defects shall be repaired according to PCINE-18-RNPCBE. Cracks shall be sealed according to the PCI Repair Procedure #14 in PCINE-18-RNPCBE.

3. Category 3, Major Defects

For Category 3 defects, the Fabricator shall prepare an NCR that documents the defect and describes the proposed repair procedure. The NCR shall be submitted to MassDOT for approval prior to performing the repair. Major defects are defined as the following:

- (a) Spalls, honeycombing and surface voids that are deeper than 2 inches or have any dimension greater than 12 inches, when measured along a straight line
- (b) Concentrated area of defects consisting of four or more Category 2 Defects within a 4-square foot area
- (c) Exposed reinforcing steel
- (d) Cracks greater than 0.016 inches and less than or equal to 0.060 inches in width that will not receive a concrete overlay or spray-applied membrane waterproofing
- (e) Bearing area spalls with dimensions not exceeding 3 inches
- (f) Cracks, spalls and honeycombing that will be encased in cast in place concrete need not be repaired, but the limits and location of the defects shall be documented with an NCR

Upon MassDOT approval, defects and cracks shall be repaired according to PCINE-18-RNPCBE and this specification. All repairs shall be completed at the expense of the Contractor.

4. Category 4, Rejectable Defects

Rejectable defects as determined by the MassDOT Inspector, RMS, and Engineer may be cause for rejection. Fabricator may submit an NCR with a proposed repair procedure, requesting approval. Some rejectable defects are defined as the following:

- (a) Surface defects on more than 5% of the surface area which will be exposed to view after installation
- (b) Minor defects that in total make up more than 5% of the surface area of the unit
- (c) Cracks greater than 0.060 inches in width except as noted in Category 1
- (d) Elements fabricated outside of the specified tolerances
- (e) MassDOT compressive strength testing that does not meet the specified Design Strength, f'_c

SHIPMENT AND DELIVERY**W. Loading**

Prior to the Fabricator loading the PBU on to the truck for shipping, the Fabricator shall provide the MassDOT Plant Inspector and RMS a minimum seven (7) days' notice of the Fabricator's intent to load the PBU. Inspection by the MassDOT Plant Inspector shall take place while the PBU is still on dunnage in the yard. The PBU shall not be loaded onto the truck until the MassDOT Plant Inspector has performed the inspection.

ITEM 995. (Continued)**X. Shipping**

Prior to shipment, the Fabricator shall perform the following actions and provide the required documentation to the MassDOT Plant Inspector:

- (a) PBUs shall remain at the Fabricator's plant for a minimum of 7 days after cast date.
- (b) QC Inspection Reports shall be signed by the Quality Control Manager and provided to the MassDOT Plant Inspector.
- (c) QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the PBU's representative subplot shall be generated by the Fabricator and provided to the MassDOT Plant Inspector.
- (d) Certificate of Compliance shall be generated by the Fabricator as described under the Fabricator Quality Control section and provided to the MassDOT Plant Inspector.
- (e) All MassDOT RMS approved Corrective Actions submitted on the Non-Conformance Reports (NCR), shall be verified to have been completed by the MassDOT Plant Inspector and Quality Control Manager.
- (f) All NCRs shall be signed off by the Quality Control Manager, MassDOT Inspector and MassDOT RMS.

Y. Delivery

Upon Delivery, the following documentation shall be provided to the MassDOT Resident Engineer or designee:

- (a) QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the Prefabricated Bridge Unit's representative subplot.
- (b) Certificate of Compliance generated by the Fabricator as described under the Fabricator Quality Control section.
- (c) QC Inspection Reports signed by the Quality Control Manager.

The Contractor shall inspect the PBUs upon receipt at the site. PBUs damaged during delivery shall be repaired or replaced at MassDOT's direction at no cost to MassDOT.

CONSTRUCTION METHODS – FIELD CONSTRUCTION**A. General.**

All of the Contractor's field personnel involved in the erection and assembly of the Prefabricated Bridge Units shall have knowledge of and follow the approved Erection Procedure and Quality Control Plan for Prefabricated Bridge Unit Assembly.

Prior to installation, the following documentation shall be reviewed and confirmed by the MassDOT Resident Engineer or designee:

- (a) QC Compressive Strength Test Report Forms attaining Design Strength, f'_c for the Prefabricated Bridge Unit's representative subplot.
- (b) Certificate of Compliance generated by the Fabricator as described under the Fabricator Quality Control section.
- (c) QC Inspection Reports signed by the Quality Control Manager.

ITEM 995. (Continued)

Field construction staff shall verify that the Resident Engineer has accepted all Prefabricated Bridge Units prior to installation.

B. Erection Procedure and Quality Control Plan for Prefabricated Bridge Unit Assembly.

Prior to the erection, the Contractor shall submit an Erection Procedure and a Quality Control Plan for PBU Assembly for approval by the Engineer. This submittal shall include computations and drawings for the transport, hoisting, erection and handling of the PBUs. The Erection Procedure and Quality Control Plan for PBU Assembly shall be prepared and stamped by a Professional Engineer registered in the Commonwealth of Massachusetts with working knowledge of the Contractor's equipment, approved shop drawings, and materials to build the bridge. The Erection Procedure and Quality Control Plan for PBU Assembly shall, at a minimum, include the following:

1. Erection Procedure

The Erection Procedure shall be prepared to conform to the requirements of 960.61, Erection and the applicable sections in Chapter 8 of the PCI Design Handbook (seventh edition) for handling, erection, and bracing requirements. At a minimum, the Erection Procedure shall provide:

- (a) Steel reinforcing details, concrete deck details, location, and details of lifting devices
- (b) Minimum concrete compressive strength for handling the PBUs.
- (c) Concrete stresses and steel member stresses during handling, transport, and erection.
- (d) Crane capacities, pick radii, sling geometry, and lifting hardware.
- (e) Verification that the equipment can handle all pick loads and weights with the required factor of safety.
- (f) Evaluation of construction sequence and evaluation of any geometric conflicts in the lifting of the PBUs and setting them on the abutments and piers.
- (g) Design of crane supports including verification of subgrade for support.
- (h) Location and design of all temporary bracing that will be required during erection.

2. Quality Control Plan for PBU Assembly

The Quality Control Plan for PBU Assembly is a document prepared and submitted by the Contractor prior to the start of work which requires the Contractor to identify and detail the sequence of construction in accordance with the project schedule and which clearly identifies all stages of field construction. The assembly procedures for the PBUs shall be submitted on full size 24"x36" sheets. This document will be treated as a Construction Procedure and will be reviewed by both the Designer and the District Construction Office.

At a minimum, the Quality Control Plan for PBU Assembly shall include the following:

- (a) Listing of the equipment, materials, and personnel including their assigned responsibilities that will be used to erect and assemble the PBUs on site.
- (b) Documentation of all preparatory work necessary for moving personnel, equipment, supplies, and incidentals to the project site before beginning work.

ITEM 995. (Continued)

- (c) Detailed schedule showing the sequence of operations that the Contractor will follow to complete the field construction from setting working points and working lines to the casting of closure pours and the curing of the closure pour concrete, as described below and as called for on the plans.
- (d) Contractor's means for ensuring that the PBU shall align to the roadway profile and cross slope and means for adjusting the final deck slab elevation.
- (e) Timeline and descriptions of Quality Control activities to be followed throughout the field construction operations including methods and procedures for controlling tolerance limits both horizontally and vertically.

C. Survey and Layout

Working points, working lines, and benchmark elevations shall be established prior to placement of all elements. The Contractor is responsible for field survey as necessary to complete the work. MassDOT reserves the right to perform additional independent survey. If discrepancies are found, the Contractor may be required to verify previous survey data.

D. Preparation of Closure Pour Shear Keys

Immediately prior to erecting the PBUs, the closure pour shear keys shall be cleaned at the job site of all dust, dirt, carbonation, laitance, and other potentially detrimental materials which may interfere with the bonding of the closure pour concrete and precast concrete bridge deck using a high-pressure water blast. The exposed reinforcing steel in the precast concrete bridge deck shall be protected from damage during the cleaning of the shear keys. Damaged epoxy coating of steel reinforcement shall be repaired, and the reinforcing steel shall be cleaned as directed by the Engineer. The surfaces of the shear keys shall be wetted so that the surfaces shall have a Saturated Surface Dry (SSD) condition no more than 24 hours prior to the placement of the closure pour concrete. If UHPC is used as the closure pour concrete, the shear keys shall be prepared as called for in the UHPC Special Provision.

E. Erection

The PBUs shall be placed in the sequence and according to the methods outlined in the Erection Procedure and Quality Control Plan for Prefabricated Bridge Unit Assembly to the line and grade shown on the plans. The height of each PBU shall be adjusted to within acceptable tolerances by approved means as specified in the Assembly Plan. The Contractor shall ensure that the PBU is in the proper horizontal and vertical location prior to releasing it from the crane and setting the next unit.

As the PBUs are being erected, the Contractor shall monitor the width of the closure pours and the out-to-out width of the precast concrete bridge deck elements so that, after all PBUs are erected, the actual overall width of the bridge deck shall not deviate from the dimension shown on the plans beyond a tolerance of +0 inches and -1 inches. In order to achieve this, the Contractor may vary the width of the closure pours within the tolerances specified on the plans.

After the layout of PBUs has been accepted by the Engineer, the Contractor shall cut all lifting devices off below the surface of the precast concrete bridge deck.

ITEM 995. (Continued)**F. Filling of Blockouts for Lifting Devices and Closure Pours**

Concrete for closure pours shall be as called for on the plans and shall be placed and cured in accordance with the Assembly Plan. If called for on the plans, the concrete end diaphragms, pier diaphragms, and link slabs shall be filled with the closure pour concrete in accordance with the Assembly Plan.

Blockouts in the precast concrete bridge deck that were provided for the lifting devices shall be filled with same concrete as that used for filling the closure pours.

After the formwork has been removed, all threaded inserts that have been cast into the precast concrete bridge deck for support of the formwork shall be plugged with a grout of the same color as that of the precast concrete.

ITEM 995. (Continued)**RAPID SETTING LOW PERMEABILITY CEMENT CONCRETE****DESCRIPTION**

The work under this heading consists of the PBU closure pours and concrete end diaphragms as shown on the Plans, or as required by the Engineer.

Closure pours and end diaphragms shall be MassDOT approved and shall attain a minimum compressive strength of 2500 psi prior to reopening the bridges to traffic or construction vehicles and shall conform to the relevant provisions of section 901 of the specifications. The Contractor shall schedule deliveries, and have sufficient number of mixers on site for the continuous placement of closure pours.

Within 90 days from Notice to Proceed, the Contractor shall submit a plan stipulating their intended prequalified concrete producer and the proposed testing plan to verify that the strength gain will be adequate for this project and meet their schedule of operations. At a minimum three (3) 4x8 concrete cylinders shall be tested each for compressive strength at four (4) hours; eight (8) hours; twelve (12) hours; 24 hours, 3 days; and at 28 days. 28-day testing shall be standard curing, all other cylinders shall be field-cured. The testing program must be completed within 120 days from Notice to Proceed and submitted to MassDOT for approval. MassDOT will take samples and cast up to twenty-one (21) cylinders during this testing program.

A placement and curing procedure shall be submitted to the Engineer for approval, a minimum of 30 Days in advance of the pour for all applications. It is anticipated that as a minimum, the placement and curing procedure will include a minimum of one (1) hour wet-cure with water saturated burlap after finishing prior to reopening the roadway, and shall be the same procedure used in preparing the test samples for approval of the mix design. The proposed plan shall also include a Cold Weather Placement and Curing Plan detailing the placement, protection and curing methods of closure pours and end diaphragm encasements for instances where ambient temperatures are predicted to be below 50° F during the placement and curing operations.

The Contractor shall utilize an AASHTO accredited laboratory to perform testing for the purpose of verifying that a 2500 psi compressive strength has been achieved prior to reopening the bridge. The Resident Engineer shall be notified immediately of the test results.

ITEM 995. (Continued)**MATERIALS**

The rapid setting low permeability cement concrete shall comply with the following material and proportioning requirements:

Component	Value
Cement Content	559 Pounds per Cubic Yard
Fly Ash – Class F (AASHTO M 295)	99 Pounds per Cubic Yard
Coarse Aggregate 3/8" (AASHTO M 80)	1450 Pounds per Cubic Yard
Fine Aggregate (ASTM C33)	1600 Pounds per Cubic Yard
Retarder*	As Directed
Water (AASHTO T 26)	296 Pounds per Cubic Yard

*An approved retarding admixture may be used to extend the setting time of the concrete when so directed by the Engineer at dosage rates recommended by the cement concrete deck repair material manufacturer. Retarding admixture proposed for use must be approved by the Engineer. Only those products previously approved for the purpose intended herein and listed on the Qualified Construction Materials List maintained by the MassDOT Research and Materials Section may be used.

Aggregates

Fine and coarse aggregate shall meet the requirements of M4.02.00, including but not limited to resistance to Alkali Silica Reactivity (ASR). Coarse and Fine aggregate sources considered acceptable include:

COARSE AGGREGATE: G. Lopes (Murby's Pit), Raynham MA; Aggregate Industries, Swampscott, MA; PJ Keating, Acushnet, MA

FINE AGGREGATE: Ossipee Aggregate, Ossipee, NH; G. Lopes (Murby's Pit) Raynham, MA; J.S. Lane, Westfield MA

Modifications to the cement concrete mix design provided above must be submitted to the Engineer for approval. Testing for the performance criteria shown below, shall be performed by an AASHTO accredited laboratory. Trial batch testing shall be witnessed by District and Research and Materials personnel.

ITEM 995. (Continued)**Mix Design Requirements**

Performance Criteria	
ASTM C191 Set Time (Mod)	
Initial Set	30 Minutes
Final Set	40 Minutes
Slump of Concrete	7 to 9 Inches
Air Content	3% to 7%
Compressive Strength	
4 Hours	2500 Pounds per Square Inch (Minimum)
7 Days	5000 Pounds per Square Inch (Minimum)
28 Days	7000 Pounds per Square Inch (Minimum)
Bond Strength (ASTM C882)	
24 Hours	1200 Pounds per Square Inch (Minimum)
7 Days	1900 Pounds per Square Inch (Minimum)
28 Days	2200 Pounds per Square Inch (Minimum)
Chloride Penetration (ASTM C1202)	
90 Days	1500 Coulomb (Maximum)
Shrinkage (ASTM C666)	
28 Days	0.04% (Maximum)
Freeze/Thaw Durability	
300 Cycles (Durability Factor)	80 (Minimum)
Unit Weight	150 Pounds per Cubic Foot
Alkali Silica Reactivity	
MassDOT's AASHTO (modified) T-303	

TRIAL BATCHES AND MASSDOT ACCEPTANCE**Trial Batches**

The concrete mix design shall be mitigated per Subsection M4.02.00. The Contractor shall formulate a design mix, based upon performing trial mixes and testing witnessed by District and Research and Materials personnel, and submit it along with data sheets to the MassDOT Research and Materials Section for approval.

The contractor shall furnish the services of an ACI certified Field Concrete Technician to perform slump, air and temperature test, as well as cast field cured and Standard cured cylinders to be tested at MassDOT's Testing Facilities as directed by the Engineer. The Engineer shall be notified at least 48 hours prior to the test batching and shall also be present to witness the testing.

Compressive strength tests shall be determined on field cured cylinders (6" X 12" cylinders) (a minimum of 9 sets of 2 cylinders=18 total) at 3 hours, 4 hours, 5 hours, 6 hours, 24 hours, approximately 30 hours, 2 days, 3 days, and standard cured cylinders at 7 days, and additional cylinders as needed.

ITEM 995. (Continued)

Compressive strength results of Standard and Field cured trial batch cylinders shall meet all of the following minimum oversize strength requirements in order to be considered acceptable. Compressive strength results shall be the average of two (2) cylinders:

4 hour cylinders:	3,000 psi
30 hour cylinders:	5,000 psi
7 day cylinders:	6,000 psi

MassDOT Acceptance

Acceptance of the concrete compressive strength will be based on the field cured cylinders achieving a minimum of 5000 psi at 7 days or earlier as cast and tested by MassDOT.

Compressive strength testing of field cured cylinders cast and tested by MassDOT should achieve a minimum compressive strength of 2500 psi at 4 hours as a verification that the mix is on target to achieve the 7 day acceptance requirement. All closure pours shall achieve a minimum compressive strength of 2500 psi prior to opening the roadway traffic.

No concrete shall be placed until the Engineer approves all aspects of the proposed placement. Modifications must be submitted in writing to the Engineer for approval.

CONSTRUCTION METHODS**Surface Preparation**

The new precast (PBU deck) concrete surfaces to be in contact with the proposed rapid set concrete must be free of materials such as paint, oil, curing compound, bond breaker, etc. that will inhibit bonding. Existing concrete surfaces shall be hydroblasted with equipment that can remove asphaltic material, oils, dirt, rubber, curing compounds, paint carbonation, laitance, weak surface mortar and other potentially detrimental materials, which may interfere with the bonding or curing of the proposed rapid set concrete. Reinforcing steel shall be cleaned as directed by the Engineer to achieve a clean finish. Damaged epoxy coating of steel reinforcement shall be repaired as directed by the Engineer.

The new precast (PBU deck) concrete surfaces must be saturated prior to concrete placement using potable water. Standing water shall be removed from surfaces to achieve a Saturated Surface Dry (SSD) condition.

Mixing

Cement concrete mixes shall be batched using MassDOT approved (see below) Mobile Concrete (volumetric) mixing equipment. As part of the Work Plan discussed in the Scope of Work section of this document, the Contractor shall submit for approval a contingency plan to address mixing equipment failure.

Materials shall be stored in a dry area off the ground protected from rain, snow, and other sources of moisture. Materials shall be protected from temperature extremes. Aggregates shall be stored in a well-drained area on a clean, solid surface and materials shall be covered to prevent contamination with foreign matter.

ITEM 995. (Continued)**Mobile Concrete (Volumetric) Mixer**

The MassDOT Highway Division will only permit the use of Mobile Concrete Mixers when all of the following procedures are adhered to.

Upon written request by a Contractor, the Deputy Chief Engineer for Construction may approve the use of concrete proportioned by a Mobile Concrete Mixer used for the purpose of mixing rapid setting low permeability concrete.

All cement concrete materials, concrete handling, placement, protection, curing, and finishing requirements of the Standard Specifications for Highways and Bridges shall apply. MassDOT approved Mobile Concrete Mixers will be listed on the Pre-Qualified Material Producers List (with serial number) and shall meet all the requirements of ASTM C685 and be currently registered with the Volumetric Mixer Manufacturers Bureau (VMMB).

Each Mobile Concrete Mixer used on MassDOT Highway Division projects shall be pre-qualified as follows. All Mobile Concrete Mixers are required to have a Quality System Manual (QSM) that conforms to the format outlined in AASHTO R-38 and that adequately addresses the information specified in AASHTO R-38. Mobile Concrete Mixers must have their QSM approved by the Research & Materials Section prior to use and changes made to the QSM shall be approved annually. A copy of the approved QSM shall be kept with the Mobile Concrete Mixer and made available to the Engineer upon request. The Quality Control procedures for concrete production contained in the approved QSM shall be adhered to for all placements.

The concrete mixing and delivery equipment shall be capable of mixing and delivering concrete to the placement location at rates that are sufficient to comply with the project's restrictive time constraints. Cement concrete shall be proportioned and mixed using self-contained, mobile, and continuously mixing equipment that meets the following requirements:

1. Use a self-propelled mixer that is capable of carrying sufficient unmixed dry, bulk cement, sand, coarse aggregate, and water to produce at least 6 cubic yards of concrete on site.
2. Use a mixer that is capable of positive measurement of cement introduced into the mix as well as fine and coarse aggregate. Use a recording meter that is visible at all times and equipped with a ticket printout to indicate the quantity of cement and aggregate materials.
3. Calibrate the mixers to accurately proportion the specified mix. Prior to placing concrete, perform calibration and yield tests under the Engineer's supervision in accordance with the Department's written instructions. Copies of these written instructions are available from the Research & Materials Unit. Perform the calibration and yield tests using the material to be used on the project. Recalibrate the mixer after any major maintenance operation, on the mixer, anytime the source of materials changes, or as directed. Furnish all materials and equipment necessary to perform the calibrations and yield tests.

ITEM 995. (Continued)

4. Use a mixer that controls the flow of water into the mix. Measure the flow rate of water with a calibrated flowmeter coordinated with both the cement and aggregate feeding mechanisms and the mixer. Adjust the flow rate, as necessary, to control the slump and ensure that the water-cement ratios are met. In addition to flowmeters, use mixers with accumulative water meters capable of indicating the number of gallons, to the nearest 0.1 gallon, introduced into the mixer. Filter water with a suitable mesh filter before it flows through the accumulative water meters.
5. Use a mixer that has a minimum of two liquid admixture dispensers and is capable of dispensing the admixtures through a controlled flow meter in accordance with ASTM C685.
6. Calibrate the mixer to automatically proportion and blend all components of the indicated composition on a continuous or intermittent basis as the finishing operation requires. Provide a mixer that discharges mixed material through a conventional chute and is capable of spraying water over the placement width as it moves ahead to ensure that the surface to be overlaid is wet prior to receiving the concrete.
7. Mount a tachometer on the unit to indicate the drive shaft speed.

The concrete mix design shall be mitigated per Subsection M4.02.00.

Proposed mix design with data sheets and trial batches shall be submitted to the Research and Materials Section for review and approval. The District and Research and Materials Personnel shall be notified at least 48 hours prior to the test batching and shall be present to witness the testing.

Research & Materials Section personnel will witness calibration or verification of equipment and prequalification sampling and testing of concrete ingredients performed for each Mobile Concrete Mixer. Prequalification of each Mobile Concrete Mixer will be issued on an annual basis by the Research & Materials Section. Concrete mix design and trial batches shall be preapproved by the Research & Materials Section annually.

For any project where a Mobile Concrete Mixer is proposed to be used, the Contractor must prepare and submit a project-specific construction Quality Control Plan (QC Plan.) The QC Plan shall conform to the format and content detailed in the Northeast Transportation Training and Certification Program (NETTCP) Model QC Plan (December 2009, or latest edition).

Information contained in relevant sections of the approved QSM for the proposed Mobile Concrete Mixer may be referenced, rather than repeated, in applicable sections of the QC Plan (e.g. Materials Control, Production Facilities.) The QC Plan shall be submitted to the Engineer a minimum of 30 days prior to proposed placement of concrete by Mobile Concrete Mixer.

ITEM 995. (Continued)

The District Construction Engineer and the Research & Materials Section will review the QC Plan. The Contractor shall not place any concrete by Mobile Concrete Mixer prior to approval by the Research & Materials Section.

A signed batch ticket printout from the printer mounted on the Mobile Concrete Mixer truck indicating that the mix batched is in conformance with the mix design previously approved shall also be provided to the Engineer prior to discharging concrete. The batch ticket shall record the actual water/cement ratio.

Quality Control inspection, sampling and testing, including but not limited to air content, slump, temperature and cylinders for compressive strength, shall be performed by the Contractor in accordance with the approved QC Plan. The Engineer will perform Acceptance sampling (every 50 cubic yards per day per approved truck) and testing for field cured cylinders as well as Acceptance inspection for materials and workmanship attributes.

The use of Mobile Concrete Mixers cannot be used when the ambient temperature is expected to drop below 40° F within 7 days prior to the anticipated concrete placement. The Engineer may suspend or revoke approval of the Mobile Concrete Mixer at any time the unit fails to produce uniformly mixed concrete within the quality limits specified.

Material to be mixed should have a temperature of about 70°F. Warmer material will set faster than expected and cooler material will have slower strength gain. The temperature of the mixed concrete shall be controlled by protecting the cement, fine and coarse aggregate, and mixing water from temperature extremes and/or by heating the mixing water.

The coarse aggregate shall be placed in the mixer followed by the mixing water, then the cement. The components shall then be mixed for 2 to 3 minutes to achieve a uniform lump-free consistency. Admixtures not included as part of the approved mix design shall not be added without the approval of the Engineer. The concrete shall not be re-tempered. The concrete mixing and delivery equipment shall be capable of mixing and delivering concrete to the placement location at rates that are sufficient to avoid horizontal cold joints between successive placements.

Placement and Finishing

The repair concrete shall be placed immediately after mixing onto substrates that are Saturated Surface Dry (SSD) and shall be worked firmly into sides and bottom of repair area to achieve good bond. The manufacturer's limitations on minimum surface and ambient temperatures shall be complied with if different from above. The concrete placement shall start at one edge of the excavation and shall continue full depth with temporary vertical bulkheads, if needed, to ensure that horizontal cold joints do not occur between successive concrete placements.

Surfaces that are adjacent to the placement shall be protected with drop cloths, waterproof paper, or other means to maintain them free of material splashes, water and debris.

Final finishing shall be performed as soon as possible after placement as there will be little or no bleed water.

ITEM 995. (Continued)**Curing**

Curing shall be for a 48-hour period after final set.

Clean-Up

The mixer shall be cleaned immediately after use or add mix water and begin mixing immediately for the next batch. Buildup of hardened repair material in the mixer shall not be allowed since this creates inefficient mixing and the heat generated accelerates later batches.

SAWING & SEALING JOINTS IN ASPHALT PAVEMENT AT BRIDGES**DESCRIPTION**

The work to be done under this heading consists of making a sealed kerf across the full width of the finished asphalt pavement at bridge abutments where called for on the Plans. The shape, width, and depth of the kerf shall be as shown on the Plans.

CONSTRUCTION METHODS

Prior to the start of the asphalt pavement operation, the Contractor shall place a mark on each curb or barrier on either side of the paved roadway. These marks shall be aligned with the actual end of the bridge deck and shall be placed so that they will not be covered or otherwise obscured by the asphalt pavement.

After the completion of the paving operation, the Contractor shall snap a straight chalk line on the pavement between these two marks. The Contractor shall then saw cut the pavement along this line to the depth, width and shape as shown on the Plans. The equipment shall be approved by the Engineer prior to commencing work.

After completing the saw cutting, the Contractor shall clean the saw groove of any dust and debris with an oil free air blast. If the groove was wet sawn, the groove shall be cleaned with a water blast to remove any remaining slurry and debris, vacuumed with a Wet-or-Dry vacuum to remove any standing water, and then dried with an air blast from a Hot-Air-Lance.

Once the groove is clean and dry, the Contractor shall fill it completely with a hot-applied bituminous crack sealer meeting the requirements of M3.05.4 in accordance with the manufacturer's application instructions and restrictions regarding ambient and material temperatures. The crack sealer shall be thoroughly cured prior to opening the road to traffic. To reduce tackiness, only boiler slag aggregate (black beauty) shall be scattered over the sealer when required by the Engineer. Conventional sand shall not be used for this purpose.

DRILLING AND GROUTING #7 DOWELS

The work under this heading shall conform to the relevant provisions of Subsection 901 and the following:

ITEM 995. (Continued)**DESCRIPTION**

The work to be done under subsection shall consist of drilling and grouting holes in the existing structure for steel reinforcing dowels for bridge abutment caps and wingwalls as shown on the Plans.

MATERIALS

The grout to be used for these dowels shall be a non-shrink cementitious mortar. The grouting material used for the repairs shall be selected from the QCML for the intended application. Epoxy, vinyl, or polyester resin adhesives shall not be utilized.

The steel dowels shall meet the requirements of AASHTO M31 (ASTM A615) Grade 60 for reinforcement. All steel reinforcement dowels shall be epoxy coated.

SUBMITTALS

The Contractor shall submit the grout manufacturer's literature completely describing the products to be utilized. The materials shall be delivered clearly marked with legible and intact labels containing the manufacturer's name, brand name, and identification of the areas where temperatures conform to manufacturer's instructions and recommendations.

CONSTRUCTION METHODS

All dowel holes shall be diamond core and shall be located to ensure that the minimum edge distance of 3 inches is observed. The inner surfaces of diamond core drilled dowel holes shall be scored to develop sufficient keying action. The method of scoring of the dowel holes inner surfaces shall be subject to the approval of the Engineer. The depth and diameter of the drilled dowel holes shall be as shown on the Plans, except that the depth of drilled hole shall be modified as required to comply with the minimum depth of hole specified in the product literature of the cementitious mortar by the Contractor to develop the full yield strength of the reinforcing bars. The holes shall be blown clear of any debris and shall have the approval of the Engineer prior to the placement of any grout material.

The drilling operation shall be performed without damage to any existing reinforcing that is to remain in place. Any damage to any existing portion of the structure that is to remain in place shall be repaired to a condition equal to or better than existing condition prior to the beginning of the Contractor's operations and shall be repaired at the Contractor's expense.

The Contractor shall strictly follow the recommendations of the manufacturer for mixing and placing the grout material prior to the placement of the dowels. The Contractor shall, at a minimum, adhere to the ACI code requirements regarding minimum and maximum temperatures while placing the grout. Any excessive grout around the hole after placement of the dowel shall be struck off smooth while the grout is still fresh.

ITEM 995. (Continued)**LAMINATED ELASTOMERIC BEARING W/O ANCHOR BOLTS (51-100)****DESCRIPTION**

The work to be performed under this heading shall conform to the relevant provisions of Section M9.14.5 and the following:

SUBMITTALS

The Contractor shall submit to the Engineer for approval the following documents:

1. Prior to fabrication:
 - a. Written notification in accordance with M9.14.5
 - b. Shop drawings for approval in accordance with Section 5.02 of MassDOT's Supplemental Specifications to the Standard Specifications for Highways and Bridges.
 - i. Fabrication shall not begin until the Contractor receives written approval from the Department that the submitted shop drawings have been received.
2. Upon delivery of the bearing pads:
 - a. A Certificate of Compliance certifying that the elastomeric bearing pads meet the requirements of the contract specifications.
 - i. A Mill certificate and certificate of compliance for the steel laminates shall accompany the bearing pads.
 - b. Independent testing results as required below.
 - c. Additional elastomeric bearing pads for MassDOT Acceptance testing as required below.

MATERIALS

Elastomer: The elastomeric compound shall be composed of 100% low temperature Grade 3 virgin crystallization resistant polychloroprene (neoprene).

Steel Laminates: The steel laminates shall meet the requirements of AASHTO M 251.

Internal Load Plates: The internal load plates shall conform to AASHTO M 270 Grade.

FABRICATORS

The National Transportation Product Evaluation Program (NTPEP) shall find the bearing pad fabrication plant to be in compliance with the Elastomeric Bridge Bearing Pad Technical Committee Work Plan. Approved fabricators are listed on the MassDOT QCML.

ITEM 995. (Continued)**FABRICATION**

Bearing pads shall be fabricated in conformance with the “Method B” design method outlined in the AASHTO LRFD Bridge Design Specifications.

The bearing dimensions, including elastomer thickness and edge cover, number and thickness of steel reinforcing laminates, dimensions of load plates (if any), and the design shear modulus of the elastomer shall be as shown on the Plans.

The tolerances on the overall dimensions for the bearings shall be according to Table 2 of AASHTO M 251, except that the tolerance on the overall vertical dimension shall be limited to - 0, +1/8” regardless of the design thickness.

SAMPLING

Sampling of bearing pads for testing shall be random and performed on a lot basis. Lots shall be divided into sublots of 10 bearings. Acceptance samples shall be independently tested as outlined below. For Verification samples taken by the Engineer at the project, the sampling rate shall be one randomly selected full size bearing pad of each size and type in accordance with Subsection M9.14.5. A lot shall be defined as the smallest number of bearings determined by the following criteria:

1. A lot shall not exceed a single contract quantity.
2. A lot shall consist of bearings of the same size and configuration.
3. A lot shall consist of bearings produced in a continuous manner from the same batch of elastomer and cured under the same conditions.

All pads required for testing purposes in accordance with Subsection M9.14.5 of the Standard Specifications shall be considered as incidental to this item. The quantities listed in the Schedule of Basis for Partial Payment only include the number of bearings required for construction and do not include the additional bearings required for conformance and destructive testing as outlined herein.

INDEPENDENT TESTING

Independent testing shall be performed by a nationally recognized testing laboratory approved by the Engineer which shall provide certified test results. Each Lot of bearings as defined above shall be randomly sampled and tested at the frequency specified under Section 8.5 of AASHTO M 251. The minimum testing shall be in conformance with Sections 8 and 9 of M 251 as specified below:

1. Materials shall meet Section 4 of M 251.
2. Dimensions per Section 8.4 of M 251.
3. Elastomer per Section 8.6 of M 251.

ITEM 995. (Continued)

4. Compressive Strain at maximum dead and live load (service) per Section 8.8.1 of M 251.
 - a. The compressive deflection of each bearing shall not exceed 10% of the design effective rubber thickness at a compressive load equal to the maximum design load.
5. Short Duration Compression Test per Section 8.8.2 of M 251.
6. Shear Modulus of the Elastomer per Section 8.9.1 of M 251.
 - a. The shear modulus shall be between 0.136 and 0.184 ksi.
7. Tensile Strength, Ultimate Elongation per ASTM D412.
8. Shear Bond Strength per ASTM D429.
9. Heat Resistance per ASTM D573.
10. Compression Set per ASTM D395.
11. Low Temperature Brittleness per ASTM D746 for Elastomer Grades 3.

PACKAGING, HANDLING, AND STORAGE

The bearing pads shall be packaged, handled and stored in accordance with Section 18.1.3 of the AASHTO LRFD Bridge Construction Specifications. On the top of each completed bearing it shall be clearly identified and marked in accordance with M 251 Section 7. In addition, a 1/32" deep direction arrow shall be inscribed into the bearing which will allow the bearing to be aligned with the up-station direction. All marks shall be permanent and be visible after the bearing is installed.

INSTALLATION

The bearing pads and bridge seat bearing areas shall conform to Section 901.65A(3).

ACCEPTANCE

Requirements for providing notification to the Department prior to the start of bearing pad production as well as the provisions for random sampling of the bearings by the Department at the job site for additional destructive testing shall be in accordance with M9.14.5 and this specification. The Department shall use the results of the Independent testing as well as their own testing in the Acceptance of the bearing pads.

ITEM 995. (Continued)**BRIDGE PLACEMENT****DESCRIPTION**

The work to be done under this heading consists of satisfactory erection of Prefabricated Bridge Units (PBU), precast approach slabs, precast moment slabs, and precast abutment caps following the demolition of the existing superstructures and preparation of the bridge seats. It is anticipated that the bridge placement of both superstructures will occur over two, around-the-clock weekend operations.

SUBMITTALS

Prior to the start of construction, the Contractor shall submit the following to the Engineer for approval:

1. A detailed schedule and timeline of the bridge placement operation, which shall be submitted as two independent schedules for each superstructure; and
2. Temporary Traffic Control Plans, Detour Plans, and Truck Delivery Routes; and
3. An Erection Procedure and Quality Control Plan. These documents shall be prepared and stamped by a Professional Engineer registered in the Commonwealth of Massachusetts with working knowledge of the Contractor's equipment, approved shop drawings, and materials to build the bridge; and
4. Equipment data and safety sheets of the proposed and backup lifting equipment to be used; and
5. Current and valid certifications and/or licenses of all personnel/operators, including backup personnel, involved with the lifting operation. These documents shall be valid as of the scheduled bridge placement dates.

The Contractor shall have in place contingency plans (see Contingency Plan requirements in Subsection 7.09) for all lifting equipment and bridge placement personnel, should either become unavailable prior to the scheduled bridge placement. The Department is not responsible for delays and/or cancellations of either bridge placement due to equipment unavailability or malfunction, or unavailability of necessary personnel. Any delay of bridge placement as a direct result of the Contractor's methods, procedures, or lack thereof, shall come at no additional cost to the Department.

All documents are subject to review and field verification by the Engineer prior to both superstructure erections.

COMPENSATION

This Sub-Item shall be paid for following the placement of each superstructure. Fifty percent (50%) of this Sub-Item will be paid upon the Engineer's acceptance of the placement of the first superstructure. The remaining fifty percent (50%) of this Sub-Item will be paid upon the Engineer's acceptance of the placement of the second superstructure.

ITEM 995. (Continued)**SCHEDULE & BASIS FOR PARTIAL PAYMENTS**

Within ten (10) days after the Notice to Proceed, the Contractor shall submit, in duplicate, for the approval of the Engineer, a schedule of unit prices for the major components of the bridge structure as listed below. The bridge structure Lump Sum breakdown quantities provided below are estimated and not guaranteed. The total of all partial payments to the Contractor shall equal the Lump Sum contract price regardless of the accuracy of the quantities furnished by the Engineer for the individual bridge components. The cost of labor and materials for any Item not listed but required to complete the work shall be considered incidental to Item 995. and no further compensation will be allowed.

BRIDGE SUPERSTRUCTURE, BRIDGE NO. R-01-004 (AAY/343)

<u>Sub-Item No.</u>	<u>Unit Description</u>	<u>Qty.</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
482.31	Sawing & Sealing Joints In Asphalt Pavement At Bridges	240	FT		
901	4000 PSI, 1.5 IN., 565 Cement Concrete	240	CY		
904	4000 PSI, 3/4 IN., 610 Cement Concrete	2	CY		
904.3	5000 PSI, 3/4 IN., 685 HP Cement Concrete	40	CY		
905.2	5000 PSI, 3/8 IN., 710 HP Cement Concrete	140	CY		
905.3	Rapid Setting Low Permeability Cement Concrete	30	CY		
910.1	Steel Reinforcement for Structures – Epoxy Coated	89700	LB		
910.4	Mechanical Reinforcing Bar Splicer	2600	EA		
912.7	Drilled and Grouted #7 Dowels	128	EA		
922.2	Laminated Elastomeric Bearing W/O Anchor Bolts (51-100)	32	EA		
930.1	Interior Precast Bridge Unit	4	EA		
930.2	Exterior Precast Bridge Unit	4	EA		
965.	Membrane Waterproofing for Bridge Decks	7900	SF		
970.	Damp-Proofing	550	SY		
975.6	Snow Fence 3-Foot High	232	FT		
997.	Bridge Placement	2	EA		

The above schedule applies only to Bridge Structure No. R-01-004. Payment for similar materials and construction at locations other than at this bridge structure shall not be included under this Item. Sub-Item numbering is presented for information only in coordination with MassDOT Standard Nomenclature.

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DOCUMENT A00802

DETAIL SHEETS

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THE COMMONWEALTH OF MASSACHUSETTS
MassDOT - HIGHWAY DIVISION
TEN PARK PLAZA, BOSTON, MA

PRELIMINARY ESTIMATE OF QUANTITIES - DETAIL SHEETS

TOWN/CITY	<u>Randolph</u>	YEAR	<u>Federal Fiscal Year 2022</u>
STA.	<u>67+48 to 140+00</u>	ROAD	<u>Route 24 over Canton Street</u>
TYPE OF		CLASS	<u>Urban Principal Arterial</u>
PROJECT	<u>Bridge Superstructure Replacement</u>		<u>Urban Minor Arterial</u>
		DATE	<u>PS&E Submittal July 2022</u>

Earth Excavation	5,428 CY	Concrete Excavation	51 CY
Pavement Fine Milling	72,750 SY	Gravel Borrow	5,560 CY
Dense Graded Crushed Stone for Sub-base	2,070 CY		

PAVEMENT NOTES

PROPOSED RESURFACING OVERLAY CANTON STREET **AREA=1,289SY**

SURFACE COURSE: 1 1/2 IN. SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC - 12.5 - P) OVER ASPHALT EMULSION FOR TACK COAT OVER

MILLING: 1 1/2 IN. PAVEMENT FINE MILLING

PROPOSED RESURFACING OVERLAY ROUTE 24 **AREA=71,456SY**

SURFACE COURSE: 1 1/2 IN. ASPHALT RUBBER GAP GRADED - 12.5 (ARGG-12.5)

MILLING: 1 1/2 IN. PAVEMENT FINE MILLING

PROPOSED BRIDGE PAVEMENT

SURFACE COURSE: 1 1/2 IN. SUPERPAVE BRIDGE SURFACE COURSE - 9.5 (SSC-B-9.5)

PROTECTIVE COURSE: 1 1/2 IN. SUPERPAVE BRIDGE PROTECTIVE COURSE - 9.5 (SPC-B-9.5)

PAVEMENT NOTES (Continued)**PROPOSED CEM. CONC. SIDEWALK AREA****480 SY**

SURFACE COURSE: 6" CEMENT CONCRETE AIR ENTRAINED 4000 PSI, 3/4" 610

FOUNDATION: 8" GRAVEL BORROW (TYPE B)

ITEM 127.41**REINFORCED CONCRETE DECK EXCAVATION (PARTIAL DEPTH)**

To be used for emergency deck repairs as directed by the Engineer

ITEM 151.**GRAVEL BORROW**

To be used for full depth construction of temporary crossover pavement, cement concrete walks on Canton Street and backfilling during restoration of the medians on Route 24.

ITEM 151.2**GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES**

To be used to fill over drainage pipes. Type B

ITEM 153.1**CONTROL DENSITY FILL-NON-EXCAVATABLE**

To be used for setting precast approach slabs and precast moment slabs.

ITEM 170.**FINE GRADING AND COMPACTING - SUBGRADE AREA**

To be used for shaping and compacting of the sub-grade. To be used for full depth construction of temporary crossover pavement, cement concrete walks on Canton Street.

ITEM 209.1**DROP INLET, TYPE DF**

To be used for temporary drainage for final restoration of median.

ITEM 220.**DRAINAGE STRUCTURE ADJUSTED**

To be used for temporary drainage for final restoration of median and for mill & overlay of roadways.

ITEM 220.5**DRAINAGE STRUCTURE REMODELED**

To be used for temporary drainage and for final restoration of median.

ITEM 221.1**FRAME AND COVER - SECURED**

To be used for temporary drainage.

ITEM 222.1**FRAME AND GRATE - MASSDOT CASCADE TYPE**

For permanent work on Canton Street.

ITEM 222.2**FRAME AND GRATE - MASSDOT DROP INLET**

To be used for temporary drainage and for final restoration of median.

ITEM 223.1**FRAME AND GRATE (OR COVER) REMOVED AND STACKED**

To be used for temporary drainage and for final restoration of median near Station 82+00.

ITEM 223.2**FRAME AND GRATE (OR COVER) REMOVED AND DISCARDED**

To be used for temporary drainage and for final restoration of median near Station 82+00.

ITEM 227.3**REMOVAL OF DRAINAGE STRUCTURE SEDIMENT**

Applies to Change in Type Structures, Rebuilt CB, Rebuilt CBCI, and Adjusted CBCI Assumes existing CB and CBCI area standard size with a 4 foot inside Diameter.

ITEM 241.12**12 INCH REINFORCED CONCRETE PIPE**

	<i>Structure</i>	<i>Station</i>	<i>Offset</i>	<i>Structure</i>	<i>Station</i>	<i>Offset</i>
<i>14.00</i>	<i>1.00</i>	<i>81+87.70</i>	<i>5.35</i>	<i>EX 2</i>	<i>81+96.72</i>	<i>21.01</i>
<i>19.67</i>	<i>3.00</i>	<i>81+09.09</i>	<i>7.40</i>	<i>EX 1</i>	<i>81+32.76</i>	<i>7.30</i>
<i>11.00</i>	<i>2.00</i>	<i>81+47.86</i>	<i>6.93</i>	<i>EX 1</i>	<i>81+32.76</i>	<i>7.30</i>

ITEM 402.**DENSE GRADED CRUSHED STONE FOR SUB-BASE**

For Areas of Full Depth Construction Greater than 4' during construction of temporary crossover pavement.

ITEM 415.2**PAVEMENT FINE MILLING**

For areas of mill and overlay on Canton street and Route 24, Station 67+80 RT to 125+13 RT and Station 71+62 LT to 126+89 LT.

ITEM 440.**CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL**

To be used in areas of temporary pavement (Item 170).

ITEM 443.**WATER FOR ROADWAY DUST CONTROL**

To be used in areas of fine grading and compacting (Item 170).

ITEM 477. **MILLED RUMBLE STRIP (TYPE A)**

To be used on Route 24.

ITEM 504. **GRANITE CURB TYPE VA4 - STRAIGHT**

Along Canton Street from Station 7+88 RT to 11+30 RT and 7+88 LT to 11+30 LT.

ITEM 514. **GRANITE CURB INLET - STRAIGHT**

Along Canton Street from Station 7+88 to 11+30.

ITEM 597. **EDGING REMOVED AND DISCARDED**

Along Canton Street from Station 7+88 RT to 11+30 RT and 7+88 LT to 11+30 LT.

ITEM 627.1 **TRAILING ANCHORAGE**

To be installed at:

Quantit y	Station
1	76+94 LT
1	78+48 RT
1	80+34 RT
1	86+55 LT
1	96+48 LT
1	100+94 RT
1	102+83 RT
7	EA

ITEM 628.24**TRANSITION TO BRIDGE RAIL**

To be installed at:

Quantity	Station
1	98+97 LT
1	99+30 LT
1	99+42 RT
1	99+67 RT
1	99+99 LT
1	100+22 LT
1	100+36 RT
1	100+60 RT
8	EA

ITEM 628.305**TEMPORARY IMPACT ATTENUATOR, NON-REDIRECTIVE, TL-3**

For temporary Traffic control on Route 24.

ITEM 628.315**TEMPORARY IMPACT ATTENUATOR, REDIRECTIVE, TL-3**

For temporary Traffic control on Route 24.

ITEM 628.4**TEMPORARY IMPACT ATTENUATOR REMOVED AND RESET**

For temporary Traffic control on Route 24.

ITEM 630.2**HIGHWAY GUARD REMOVED AND DISCARDED**

Within project limits on Route 24.

ITEM 644.172**72 INCH CHAIN LINK FENCE (SPRING TENSION WIRE) VINYL COATED (LINE POST OPTION)**

NE	119
NW	147
SE	150
SW	140
Median	56
Total Length	611

ITEM 701. **CEMENT CONCRETE SIDEWALK**

Along Canton Street from Station 7+88 RT to 11+30 RT and 7+88 LT to 11+30 LT.

ITEM 751. **LOAM FOR ROADSIDES**

For restoration work on Route 24 medians.

ITEM 765. **SEEDING**

For restoration work on Route 24 medians.

ITEM 769 **PAVEMENT MILLING MULCH UNDER GUARD RAIL**

To be spread under proposed guard rail

Item	Qty	Unit Length	Total Length	
620.13	-	-	10252.57	FT
621.13	-	-	2853.53	FT
627.1	8	15.375	123	FT
627.83	6	25	150	FT
628.21	1	34.375	34.375	FT
			13413.475	FT

ITEM 826.54 **REMOVE & DISCARD MUNICIPAL FIRE ALARM WIRE**

Along Canton Street from Station 8+80 LT to 11+03 LT.

ITEM 833.7 **DELINEATION FOR GUARDRAIL TERMINI**

Assume delineation required for each tangent end treatment.

ITEM 866.106 **6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)**

For SWL from Station 7+88.68 to 11+30.97 on Canton Street.

ITEM 867.106 **6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)**

For DBYL from Station 7+89 to 11+31 on Canton Street.

ITEM 868.06**6 INCH REFLECTORIZED WHITE LINE (EPOXY)**

For SWL and BWL from Station 67+80 to 125+13 NB and 71+62 to 126+89 SB. Epoxy markings shall be recessed and wet-reflective.

ITEM 869.06**6 INCH REFLECTORIZED YELLOW LINE (EPOXY)**

For SYL from Station 67+80 to 125+13 NB and 71+62 to 126+89 SB. For DBYL from Station 7+88.68 to 11+30.97 on Canton Street.

ITEM 904.3**5000 PSI, 3/4 INCH, 685 HP CEMENT CONCRETE**

For wingwall construction during bridge work.

ITEM 905.3**RAPID SETTING LOW PERMEABILITY CEMENT CONCRETE**

To be used for emergency deck repairs as directed by the Engineer.

ITEM 910.1**STEEL REINFORCEMENT FOR STRUCTURES - EPOXY COATED**

For wingwall construction during bridge work.

ITEM 912.5**DRILLED AND GROUTED #5 DOWELS**

For wingwall construction during bridge work.

ITEM 964.3**ELASTOMERIC PROTECTIVE COATING**

For all existing and new abutment stems, bridge seats, backwalls, and wingwalls.

ITEM 994.1**TEMPORARY PROTECTIVE SHIELDING**

To be used for emergency deck repairs as directed by the Engineer.

DOCUMENT A00808

PROJECT UTILITY COORDINATION FORM

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1911 was the last year that the population of the United States was estimated to be 92,222,222.

PUC FORM - CONTINUED

is 'enabling' (prep) work, by the Contractor, necessary prior to the start of the first series of utility relocations:	Yes	No	6/3/2022
Has any of the utility work been identified to work concurrently	Yes	No	PRINTED
Project File #:	612188		
City/Town:	Randolph		
Route/Street:	Bridge No. R-01-004, Route 24 over Canton St Deck		



RESPONSIBLE PARTY		DESCRIPTION - Utility Relocation Phases, Tasks and Activities	Estimated Duration (Work Days) by Utilities (Lead time not included)		Concurrent / Exclusive Utility Work Contractor note: In planning and executing the work, the Access Restraints listed in the Special Provisions, takes precedence over the checklist in these 4 columns.				Access Restraint & Limitations of Operations Notes Should an AR be considered for the Contractor ?	
C = Contractor	U = Utility Co.		Exclusive Utility on site	Concurrent Utilities	Contractor Off-Site	Contractor Concurrent	Potential Access Restraint (Yes/No)	Reason/Note (optional)		
			Utility working in vicinity	Utility working with other Utilities on site	No Contractor physical construction operations on-site (while Utility is Contractor and Utility are working in the same vicinity					
Stage: 1 Phase: A		Enabling' work by the Contractor – Environmental Controls, MassDOT survey to stake out pole locations.								
Task 1		UTILITY OPERATIONS – Relocation Overhead Primaries to underground. Installing 2 poles, conduits, MHS Utility Co. National Grid Electric *** MATERIAL SUPPLY CHAIN DELAYS** An initial lead time (90 days) for the first utility to begin relocations will be granted. All other lead time will run concurrent with actual work being performed on site. u Electric OH (2 poles, 2 anchors) & cable pulling u Outage Coordination u Civil work: duct bank & manhole installation, wire pulling Sub-Total 30	*90 10 5 15	x x x x	x x x	No No no no				
Task 2	c	UTILITY OPERATIONS – Remove Fire Alarm Cable Utility Co. Contractor Remove and discard fire alarm cable and equipment from bridge abutment Sub-Total 0								
Task 3		UTILITY OPERATIONS – Relocate Guy Anchors Utility Co. Verizon u Remove and reset guy anchor from bridge abutment with a down guy behind the side walk Sub-Total 1	1	x		x	no			

IMPORTANT BASIS NOTES - FOR CONTRACTOR

- 1 Unless otherwise specified in the MassDOT Construction Contract, or unless specifically noted within this PUC Form, these durations (herein) are based upon the Contractor providing *unimpeded access* to the Utility company to perform Utility relocations (see Note 5 - Access).
- 2 "Concurrent Utilities" operations noted herein, are to signify those Utility Company operations that can be worked concurrently (e.g. Utility A and Utility B work on-site together) - MassDOT and the Contractor are to prepare NTPs to Utilities accordingly.
- 3 "Potential Access Restraints" noted within this PUC Form are for planning purposes. See MassDOT Contract for Contractual Access Restraints (refer to Subsections 8.02, 8.03, and/or 8.06 for Design Bid Build Contracts and Volume II Section 9 for Design Build Contracts).
- 4 Utility non-work periods - For planning purposes, the durations above contain some non work days (contingency) for New England conditions (precipitation, high temperatures, low temperatures, snow, ice). Gas line work however, typically has a seasonal restriction and can NOT be installed from 15-November to 15-March. Municipally Owned Electric and Gas Utilities are also restricted from proceeding from 15-November to 15-March. The Contractor shall (and the CTD plan) reflect this calendar restriction within the schedule (unless otherwise noted).
- 5 Access - Unless otherwise noted in the Contract, and in addition to the 'enabling' notes above, the Contractor must provide safe and unimpeded access (for trucks, lifts, cranes, etc.) to the Utilities, to allow for the proposed relocation(s) - including but not limited to snow removal, clearing and grubbing, guard rail removal, barrier removal, tree removal, and grading. Any costs associated with these tasks are deemed to be incidental to the project.
- 6 For all MassDOT construction contracts issued after January 2014, the new Utility Coordination/documentation specification is required. This is Section 8.14 in Design-Bid-Build Contracts (see Design-Build Index reference for applicable section #).
- 7 Prior to starting any and all enabling work for Utilities, the Contractor is to plan in advance with submittals and approved durations.
- 8 * Potential District Initiated Early Utility Relocation - If noted herein, the District reserves the right to initiate early utility relocation in advance of the Contract NTP. In submitting a bid price and in the development/basis of the Baseline Schedule, the Contractor shall not plan the Work with the potential benefit of any form of early utility relocation.* As a requirement of the Baseline submission, unless otherwise noted in this Specification, the earliest that the first Utility company is to receive the 30 days advance notification to mobilize to the site, will be 7 calendar days after the pre-construction meeting and never sooner than 7 days after the Contract NTP.



WORK ZONE SAFETY

Temporary Traffic Control

*Typical Details and
Massachusetts Guidelines
for MassDOT, Municipalities,
Utilities, and Contractors*

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BIKE LANE DETAILS

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INTRODUCTION

This guide has been prepared to assist in the planning and installing of temporary traffic controls in maintenance, utility, or short-term construction work areas (work lasting 10 hours or less). This guide serves to assist with the many decisions that must be made for each work site. Special planning for traffic control is necessary on a case by case basis because conditions can vary widely among work locations. **Since this guide cannot cover every situation, representative illustrations covering typical short-term construction, maintenance, and utility operations are presented.**

All typical traffic control device setups illustrated should be considered as guides. The traffic control devices that are shown, the arrangement or position of the devices, and the distances prescribed in the tables are based on the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and the Massachusetts Amendments to the MUTCD (MA Amendments), but these illustrations only present minimum standards. The provision of safe work zones for all roadway users and roadway workers affected by these activities is paramount. Traffic controls may be expanded or improved upon whenever deemed necessary. Traffic movement through the work site all traffic control devices shall be periodically observed and inspected at all locations.

If necessary, Part 6 of the MUTCD and the MA Amendments, Chapter 17 (Work Zone Management) of MassDOT's Project Development & Design Guide, and the "Traffic Engineering and Safety Section" of the MassDOT web site: (<https://www.massdot.state.ma.us/highway/Departments/TrafficandSafetyEngineering.aspx>), as well as MassDOT District offices can provide additional guidance, information, and suggestions for work zone setups.

RESPONSIBILITIES FOR TRAFFIC CONTROL

Short-term construction, maintenance, and utility work on or near the roadway creates a potentially hazardous situation, typically requiring the use of temporary traffic controls. These controls are important to protect both work crews and the road users. It is the responsibility of each maintenance foreman to establish and maintain safe and effective controls.

Usually the supervisor, working with the crew, plans the traffic control procedures for proposed work sites. The foreman is responsible for re-requesting, storing, and maintaining all traffic control devices necessary for their crews.

The foreman is responsible for placing the devices according to these guidelines. They must inspect each installation and observe traffic flow through the area. The foreman is generally authorized to make adjustments to the original installations that, in their judgment, are necessary to improve the control of traffic and establish greater safety.

All necessary traffic control devices must be installed before work begins and properly maintained during the work period. They must also be removed as soon as they are no longer relevant to the roadway conditions.

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In situations such as night time road or lane closures, detours, or other unusual conditions on state highways, the District Traffic Maintenance Engineer (DTME) should be advised. If the DTME is absent, the section foreman shall follow the instructions of the District Maintenance Engineer.

TRAFFIC CONTROL DEVICES

Traffic control devices regulate the movement of road users, warn of unexpected or unusual roadway conditions, and inform them how to maneuver safely through or around the work area. All signs, channelizing devices, barricades, and other miscellaneous traffic control devices should work together to guide traffic safely and efficiently. Common temporary traffic control devices are outlined and described below.

Signs

Temporary traffic control zone (TTCZ) signs are the primary means of providing information and directions to roadway users. All signs must be retroreflective per MassDOT's latest standard.

Warning signs call attention to unexpected conditions and to situations that might not be readily apparent to road users on or adjacent to a roadway. Warning signs alert road users to conditions that might call for a reduction of speed or an action in the interest of safety and efficient traffic operations. Nearly all warning signs for construction and work areas have black legends and borders on a fluorescent orange background.

Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements. Regulatory signs typically have black legends and borders on a white background.

Channelizing Devices

When used properly, traffic cones, reflectorized plastic drums, and barricades guide traffic through the work area along an appropriate travel path. It takes roadway users a certain distance along the roadway to safely move away from the upcoming active work site. These transition distances are based on the following taper length (L) formulas:

$L = WS^2/60$ for speeds of 40 mph or less; or

$L = WS$ for speeds of 45 mph or more; where

- L = minimum length of taper in feet,
- S = posted speed limit or typical travel speed in miles per hour prior to the work, and
- W = width of lane closure in feet.

The spacing of channelizing devices (in feet) is approximately equal to the existing speed of traffic (in mph).

Warning Lights

Rotating beacons and other flashing lights mounted on work vehicles, signs, or channelizing devices help alert roadway users to the work area. They may also be used to warn roadway users of hazards within the work area. The first 10 drums in any taper shall be equipped with sequential flashing lights.

Arrow Boards

Arrow boards are a special type of sign that are highly visible work zone warning devices. They are particularly effective on highways, where both speed and volume are high. Arrow boards in the non-directional, CAUTION, mode (four corner flashing) may be used to indicate that a shoulder is closed. Arrow boards in the arrow mode shall only be used when a travel lane is dropped on a multi-lane road and one lane of traffic must merge with another. All arrow boards should be located at the beginning of each lane or shoulder closure taper without extending outside of it. Arrow boards shall flash at a rate of 25 to 40 flashes per minute. Arrow boards shall not be used to indicate a lane shift.

BASIC REQUIREMENTS

In every work situation, the temporary traffic control setup must: Give roadway users sufficient advance warning of the work area; advise roadway users of the proper actions to take and travel paths to follow; and provide protection to roadway users, workers, and the work area. These three general requirements can be met as outlined below.

Provide Advance Warning

Warning devices along the approaches to a work area alert roadway Users to changes to road and operating conditions. Roadway users are usually alerted to these dangers via a sign or series of signs installed in the same order as the roadway user generally would expect to see them on long-term construction projects.

The initial project limit sign is usually a general warning such as "ROAD WORK 1500 FT". Other operational warning signs then provide the roadway user with more specific information about the situation. A minimum of three advance warning signs (the initial project limit sign and two operational warning signs) is recommended when work is located on the traveled way. Warning lights and flags can be used to attract attention to the signs. A highly visible work area helps reinforce the advance warnings.

Advise and Direct Travelers

Operational warning signs provide information to the road-way user such as the type of work being performed, special conditions to watch for, or actions to take. These include signs such as, SHOULDER WORK, RIGHT LANE CLOSED, DETOUR 500 FT, ROAD CLOSED to THRU TRAFFIC, POLICE OFFICER AHEAD, etc. All of these signs must be located far enough in advance of the work area that the roadway user has sufficient time to react to them appropriately. For projects in Urban Areas, see detail: Typical Device Spacing for minimum sign spacing.

Protect Travelers, Workers, and the Work Area

The primary protection of any work area is its own visibility. Traffic cones, reflectorized plastic drums, portable breakaway barricades, etc. are used to make the work area visible and separate workers from traffic.

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Other devices, such as flashing lights, flags, delineators, temporary lighting, and portable changeable message signs (PCMS) can be used to provide additional emphasis and visibility.

Workers must protect themselves by being alert to their work situation, wearing safety vests and hard hats, and by facing traffic whenever possible.

Work vehicles can also add protection when they are equipped with truck mounted attenuators, rotating beacons, flashing lights, flashing arrow boards, etc. and are parked between workers and oncoming traffic. However, workers should not position themselves between two closely parked vehicles. No private personal vehicles are allowed within the work site.

PLANNING GUIDELINES

Decisions regarding selection of work area traffic control devices require a knowledge and understanding of the specifics of each work zone. As there may be vast differences between situations, three main variables need to be considered prior to determining the need for, or the selection of, traffic control devices: 1) location of work, 2) type of roadway, and 3) speed of traffic.

Compiling information about these variables will help with planning a safe work area control. Each of these variables is explained below.

Location of Work

The choice of traffic controls needed for a short-term construction, maintenance, or utility operation depends upon the work zone's location. As a general rule, the closer the active work site is to the roadway, the more control devices are needed. Work can take place:

- Away from the shoulder or edge of pavement. No special devices are needed if work is confined to an area 15 or more feet from the edge of the shoulder. A general warning sign, such as ROAD WORK AHEAD, should be used if workers and equipment must occasionally move closer to the roadway.
- On or near the shoulder/ edge of pavement. This area should be signed as if work were on the road itself, since it is part of the roadway users' recovery area. Advance warning and operational signs are needed, as well as channelization devices to direct traffic and keep the work area visible to roadway users.
- On the median of a divided highway. Work in this location may require traffic control in both directions of traffic. Advance warning and channelization devices should be used if the median is narrow.
- On the roadway. This condition requires detailed protection for workers and sufficient warning to roadway users. Advance warning must provide a general message that work is taking place as well as information about specific hazards and specific actions the roadway user must take.

TYPE OF ROADWAY

The characteristics of the roadway also have an important influence on the selection of work area traffic control. The roadway, itself, may present special hazards. You should plan for maximum protection, using the worst hazard present as your guide to signing the work area. Some general considerations are described below for road conditions.

One-way roads: A one-way road requires signage on both sides of the road if it carries two or more lanes in one direction, ensuring roadway users in all lanes are alerted and informed.

Two-way roads:

- **Undivided:** Two-way, undivided roads will usually require controls for both directions of traffic. When the active work site is well off the roadway, controls for the opposite lane may be eliminated.
- **Divided:** Work on divided multi-lane roadways can often be handled as work along a one-way road (i.e. signs are provided along both sides of the roadway along the direction affected). If the work is in the median, both directions of traffic must be controlled, and both approaches should be double signed (i.e. have all 3 advance warning signs on both sides of each direction).

EFFECTS OF SPEED ON WORK ZONES

Speed is an important consideration in the use of work area traffic control devices. As a general rule, the greater the speed of traffic approaching a work area, the greater the size, number, and spacing of control devices.

Size. The standard size for most warning signs is 36 x 36 inches on conventional roadways and 48 x 48 inches on freeways and expressways. Signs larger than the standard 36 x 36 inches may be desirable on high-speed conventional roads.

Position. Install signs far enough in advance of the work area so the roadway users have time to react to them (see charts associated with diagrams for spacing).

OTHER FACTORS

Sight Obstructions. To ensure safety, work areas must be visible. Assess the placement of the temporary traffic control devices by driving through the area, and determine if the devices can be easily seen and provide sufficient time for roadway users to react in a safe manner. Extra precaution should be enacted in areas where horizontal or vertical curves may obstruct a roadway user's clear view of road activities ahead.

Police/Flaggers. It should be noted that the MUTCD does not require police/flaggers for stationary setups. If police/flaggers are used, a police/flagger ahead sign should be used in advance of any point where the police/flagger is stationed to control road users.

PROCEDURES FOR WORK AREA TRAFFIC CONTROL

1. PLAN YOUR WORK

Inspect location of work area and its surroundings.

Analyze:

- Location of work in relation to the traveled way, intersecting road-ways, driveways, and sight distances;
- Type of roadway and traffic involved; and
- Volume and speed of traffic.

Meet and discuss the work and necessary traffic control with the crew.

Study representative illustrations in this guide to develop a temporary traffic control plan (TTCP).

Other Considerations:

- Base your traffic control plan on the premise that all roadway users are unfamiliar with the area.
- The closer the work area location is to traffic, the more controls are needed.
- Plan for maximum protection.
- Select and inspect the temporary control devices needed (including all warning signs), if they are not in good condition, REPLACE THEM!
- Then collect and transport them to the work site.
- Determine their proper placement.
- Install signs and other traffic control devices prior to allowing personnel or equipment onto the roadway.
- Make sure signs are reflective, accurate, clean, and meet specifications. Completely cover any existing permanent signs that will conflict with the messages of the new work area control signs.

2. INSTALLING/REMOVING TEMP. TRAFFIC CONTROL DEVICES

Care must be exercised when installing and removing temporary traffic control (TTC) devices. The traffic control needed to perform the operation safely is dictated by the location on the roadway the operation will occur: in a shoulder or a lane, in the left lane or right, etc. In all cases, installing TTC begins and ends as a mobile operation.

A shadow vehicle with a truck mounted attenuator (TMA) shall be used to protect workers installing and removing TTC devices on all roadways with a posted speed limit of 45 MPH or greater as directed by the engineer. TTC devices shall not be installed or removed from a shadow vehicle with a TMA. TTC devices shall be installed or removed from a work operation vehicle only and a shadow vehicle with a TMA shall be used to protect the workers installing or removing the devices.

PROCEDURES FOR WORK AREA TRAFFIC CONTROL (CONT.)

3. INSTALL TRAFFIC CONTROL DEVICES AT WORK SITE FOR LOWER SPEED (≤ 40 MPH) ROADWAYS:

- 1) All devices shall be installed in order with the flow of traffic.
- 2) Where one direction of traffic is being affected, the first sign installed should be the sign farthest from the work site, and on the same side as the work.
- 3) Where two directions of traffic are affected, install signs for opposing traffic first, starting with the sign farthest from the work area. When signs for opposing traffic have been installed, install signs on the same side as the work area, again beginning with the sign farthest from the active work site.
- 4) Once signs are in place, other traffic control devices shall be installed in the same manner as the signs.

FOR HIGHER SPEED (≥ 45 MPH) ROADWAYS:

- 1) All devices shall be installed in order with the flow of traffic.
- 2) Install all advance warning signs, beginning with the ROAD WORK XXX (W20-1) sign and ending with the END ROAD WORK/DOUBLE FINES END (MA-R2-10E) sign.
- 3) Install all signs beginning with the opposite side which will be closed (for a right lane closure; first, install all signs on the left side (shoulder) and then install all signs on the right side (shoulder). No signs shall be erected on the roadway unless delineated by traffic control devices.
- 4) If required, install shoulder taper as the mobile operation advances.
- 5) Install arrow board on the shoulder prior to the merging taper or as close to the beginning of the merging taper as possible.
- 6) Install channelizing devices to form a merging taper. Use of a shadow vehicle with a TMA during installation is required on roads with speed limits of 45 MPH or greater or as directed by the Engineer.
- 7) Install traffic control devices along the buffer space at the appropriate spacing.
- 8) Continue placing devices along the work space at the appropriate spacing.
- 9) Install devices for the termination area as necessary.
- 10) Place the shadow vehicle with a TMA in advance of the first work crew or hazard approached by motorists. Multiple shadow vehicles may be required based on the number of lane and shoulder closures implemented.

4. INSPECT WORK AREA SIGNING AND CONTROL DEVICES

- 1) Assess the placement of the temporary traffic control devices by driving through the work area. All approaches to the work zone should be checked.
- 2) Ensure roadway users will have sufficient time to read signs and react in a safe manner.

PROCEDURES FOR WORK AREA TRAFFIC CONTROL (CONT.)

- 3) Check visibility of entire work area. If approaching roadway users can't see the work area well, or if they can't see ahead to traffic that may already be queued on the approach because of the work, additional traffic control devices should be deployed.
- 4) Check to ensure the proper temporary traffic control devices are positioned to protect workers from traffic (where possible).
- 5) Ensure all workers wear safety vests, hard hats, and all other necessary safety equipment. All worker safety gear should be in good condition. All reflective gear should be clean and highly visible in the dark.
- 6) Record in the log book the number and location of all signs and devices.

Considerations:

- Work area signs should never be blocked from view or obscured by vegetation, existing signs, or other obstructions.
- Flags, flashing lights, and edge line traffic cones can be used to improve visibility.

5. REMOVE TRAFFIC CONTROL DEVICES AT WORK SITE

All workers and equipment should be clear from work site BEFORE removing signs and other devices.

FOR LOWER SPEED (≤ 40 MPH) ROADWAYS:

- 1) Remove signs and other devices within the delineated area when work is complete.
- 2) Remove other traffic control devices in the reverse order in which they were installed
- 3) Remove signs in the reverse order in which they were installed (i.e. sign closest to the work area to be removed first).
- 4) When the operation is complete, uncover any existing permanent signs covered in Step 2.
- 5) Record in the log book the time at which the signs were removed.

FOR HIGHER SPEED (≥ 45 MPH) ROADWAYS:

All TTC devices for a stationary lane closure on a multi-lane roadway, except advance warning signs, should be removed against the flow of traffic in the following sequence:

- 1) Remove the channelizing devices starting from the end of the activity area working back to the widest part of the merging taper.
- 2) A shadow vehicle with TMA shall be positioned to protect workers removing devices and work backwards as the setup is removed from the roadway.

PROCEDURES FOR WORK AREA TRAFFIC CONTROL (CONT.)

- 3) Place the removal vehicle on the shoulder, and remove the channelizing devices from the merging taper by hand onto the work vehicle.
- 4) Remove the arrow board once traffic is clear and it is safe to do so.
- 5) Circle back and moving with the flow of traffic, remove the advance warning signs starting with the opposite side from previous lane closure first.
- 6) At no time shall workers run across the multilane roadway to remove signs on both sides of the road simultaneously.
- 7) Record in the log book the time at which the signs were removed

RAMP FACILITIES

At all times it is necessary to control the on and off-ramp traffic during the installation and breakdown of traffic control devices. Use of temporary traffic slow-downs or rolling roadblocks is recommended to allow for the safety of workers handing temporary traffic control devices on ramp facilities. A shadow vehicle with a TMA shall be used to protect the workers installing or removing the devices. At no time shall the work operation vehicle be used as the shadow vehicle with the TMA.

USE OF THIS GUIDE

Illustrations showing minimum standards for short-term construction, maintenance, and utility operations are arranged in this guide by type of operation. The users of this guide should compare all illustrated examples and examine their differences. After gathering information about the work zones using the general guidelines as outlined, proceed as follows:

- 1) Turn to the Index. Consider the type of operations and the type of roadway upon which work will occur.
- 2) Select the figure that most closely matches the conditions where you plan to work. Remember that all diagrams represent minimum standards.
- 3) Read the title of the illustration to ensure that it is appropriate to your location. Study the layout of traffic control devices and read all notes.
- 4) Consult the appropriate tables, as directed on each illustration to determine taper length and proper spacing of signs. Notice that distances change when speeds change. Also note that these are guidelines, only, and they must be adapted to your specific work area.
- 5) Use the **“PROCEDURES FOR WORK AREA TRAFFIC CONTROL”** for assistance in completing all necessary steps to provide effective and safe work area traffic control.



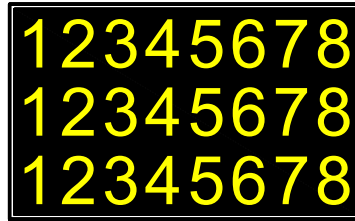
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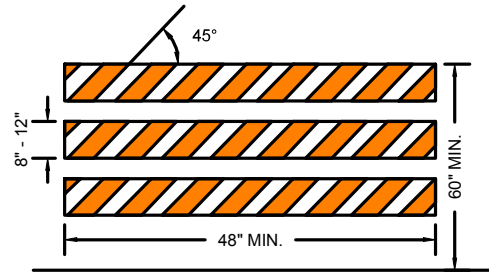
FIGURE 1
TYPICAL TRAFFIC CONTROL DEVICES
NOT TO SCALE



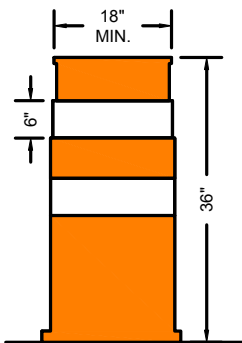
SIGN



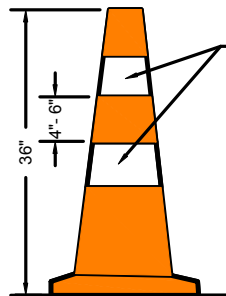
**PORTABLE CHANGEABLE
MESSAGE SIGN (PCMS)**



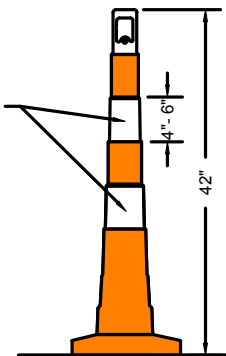
TYPE III BARRICADE



DRUM

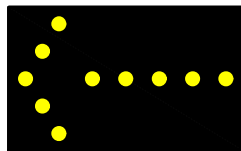


RETROFLECTIVE
BANDS

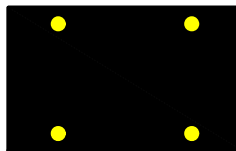


CONES

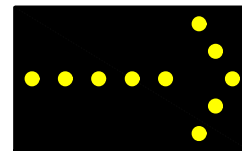
Cones may be used for all daytime operations. For night work, drums should be used to form the taper(s) and cones can be used along the tangent section of the work setup.



LEFT

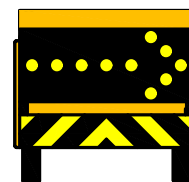


CAUTION



RIGHT

ARROW BOARD (WITH MODE)



TRUCK MOUNTED ATTENUATORS

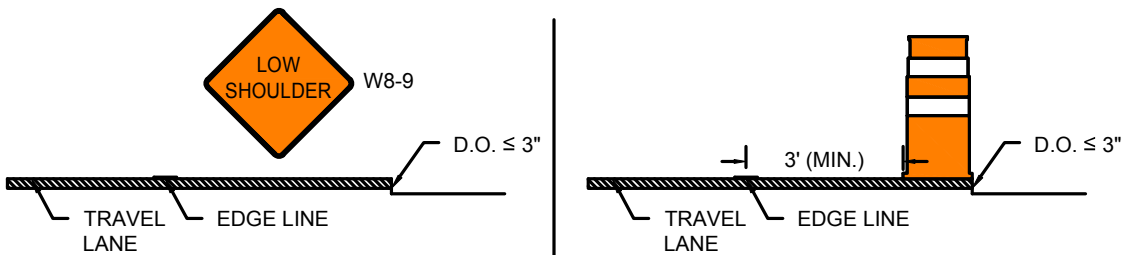
Truck Mounted Attenuators (TMA) shall be positioned between the start of the work area and the end of the designated buffer zone. The TMAs are to be positioned in each temporarily closed lane. This includes shoulders (≥ 8 feet) whether combined with a travel lane closure or being closed alone. These TMA conditions are required on roadways with speeds of 45 MPH or greater. TMAs can be used on other roadways at the discretion of the engineer. TMAs shall be used for the deployment and removal of all traffic control devices, including all advance warning signs.

SHORT-TERM PAVEMENT EDGE DROP-OFFS

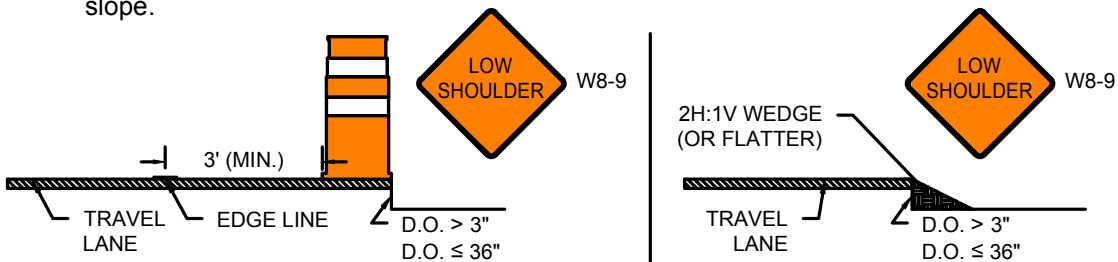
Note that this guidance is adopted from the Roadside Design Guide, 4th Edition.

Pavement drop-offs may occur during paving, excavation, and other construction activities. Drop-offs create hazards for vehicles if not properly mitigated. The following applies for all roads with speed limits greater than 30 mph; for roads with speed limits of 30 mph or less, treatments for pavement edge drop-offs are at the discretion of the Engineer. Drop-offs between adjacent, open travel lanes should not exceed 2", and any drop-off in excess of 3" should not be left unattended without one of these mitigation measures applied.

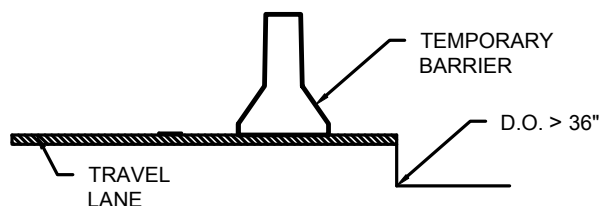
- Shoulder drop-offs 3" or less adjacent to a shoulder or active travel lane should be mitigated by:
 - ✓ A W8-9 (LOW SHOULDER) sign in advance of and at regular intervals throughout the treatment; or
 - ✓ The placement of drums on the traffic side of the drop-off.



- Shoulder drop-offs greater than 3" but less than or equal to 36" should be mitigated by:
 - ✓ A W8-9 (LOW SHOULDER) sign in advance of and at regular intervals throughout the treatment and the placement of drums on the traffic side off the drop-off, offset at least 3' from the travel lane; or
 - ✓ A W8-9 (LOW SHOULDER) sign in advance of and at regular intervals throughout the treatment and the placement of a temporary wedge of material along the face of the drop-off. The wedge should consist of stable material placed on a 2H:1V or flatter slope.



- Shoulder drop-offs greater than 36" must be protected by temporary barrier.





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TYPICAL DEVICE SPACING

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	500 / 500 / 500	320	305	20	55
45-55	500 / 1000 / 1000	660	495	40	40
60-65	1000 / 1600 / 2600	780	645	40	50

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

MINIMUM SPACING OF ADVANCE WARNING SIGNS FOR URBAN ROADWAYS	
ROAD TYPE	DISTANCE BETWEEN SIGNS
URBAN (LOW SPEED)	100 FT
URBAN (HIGH SPEED)	350 FT

NOTES

1. 40 FT = 10 FT PAVEMENT MARKING + 30 FT SKIP

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

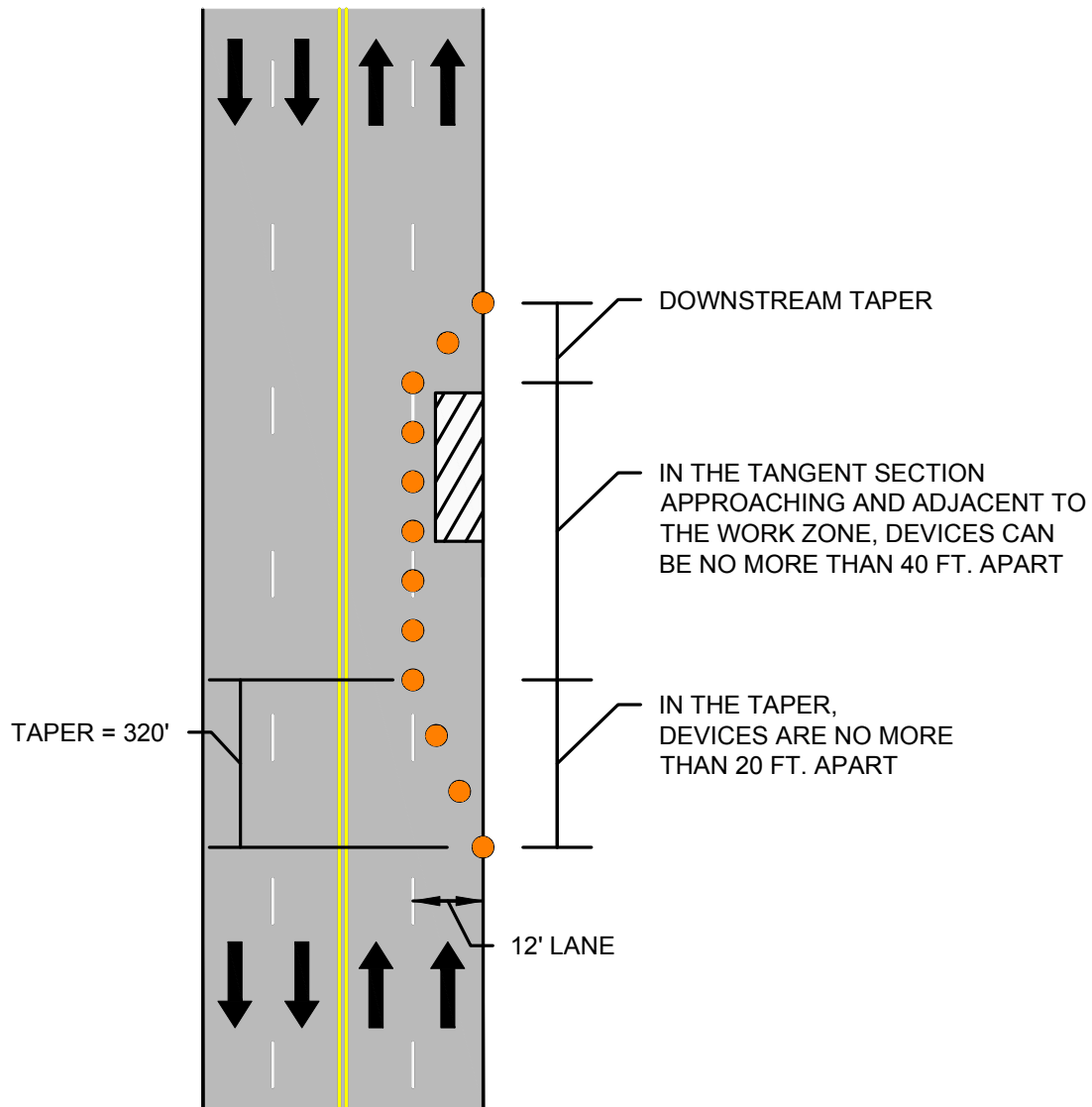


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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FLAGGING GUIDANCE

Guidance for Flagging Operations

NOTE:

A flagger shall always be aware of their surroundings and have a good escape route. A flagger shall never be positioned directly beside or against construction equipment. When a flagger is required to direct traffic in an area where the escape route is partially blocked by a traversable obstruction such as a guardrail, the flagger shall be physically capable of traversing that obstruction. Prior to commencing a project, the supervisor in charge shall review the project, including guardrail areas, for safe flagging stations. The supervisor in charge shall clearly communicate with the flagger(s), indicating any locations where they cannot safely perform their duties.

Each flagger shall be equipped with the following high visibility clothing, signaling, and safety devices:

- 1) A white protective hard hat with a minimum level of reflectivity per the requirements of ANSI, Type I, Class E&G;
- 2) A clean, unfaded, untorn lime/yellow reflective safety vest and pants meeting the requirements of ANSI 107 Class 3 with the words "Traffic Control" on the front and rear panels in minimum two (2) inch (50 millimeter) high letters;
- 3) A 24 inch "STOP/SLOW" traffic paddle conforming to the requirements of Part 6E.03 of the Manual on Uniform Traffic Control Devices (MUTCD), a weighted, reflectorized red flag, flagger station advance warning signage, and two-way radios capable of providing clear communication within the work zone between flaggers, the Contractor, and the Engineer. The traffic paddle shall be mounted on a pole of sufficient length to be seven feet above the ground as measured from the bottom of the paddle;
- 4) A working flashlight with a minimum of 15,000 candlepower and a six inch red attachable wand, a whistle with a working lanyard, and a First Aid kit that complies with the requirements of ANSI Z308.1; and
- 5) An industrial/safety type portable air horn that complies with the requirements of the U.S. Coast Guard.

A "STOP/SLOW" paddle should be the primary hand-signaling device. It shall have an octagonal shape on a rigid handle. Flag use should be limited to emergency situations.

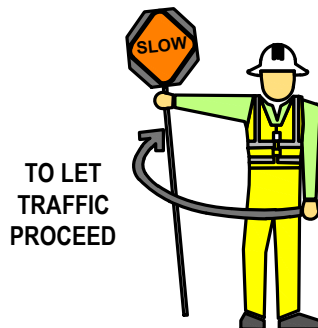


Properly Trained Flaggers

- Give clear messages to drivers.
- Allow distance for drivers to react.
- Coordinate with other flaggers.
- Use standard signaling methods.

Properly Equipped Flaggers

- Use approved stop/slow paddles.
- Use approved safety apparel.
- Use retroreflective equipment.
- Use hand held radios, as needed.
- All flaggers shall wear safety apparel that meets ANSI Class 3 requirements. The combination of vest and pants is required.



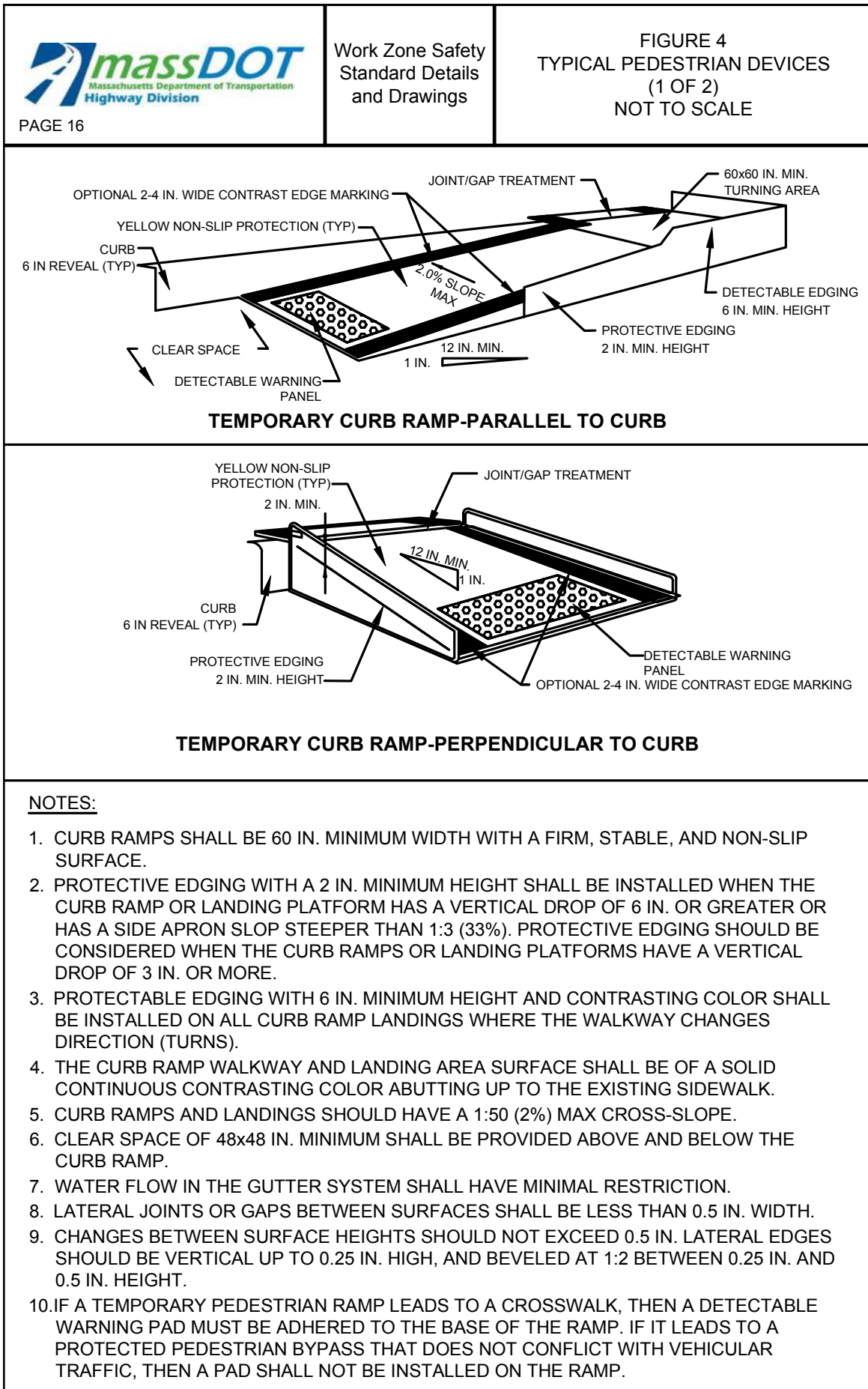
Proper Flagging Stations

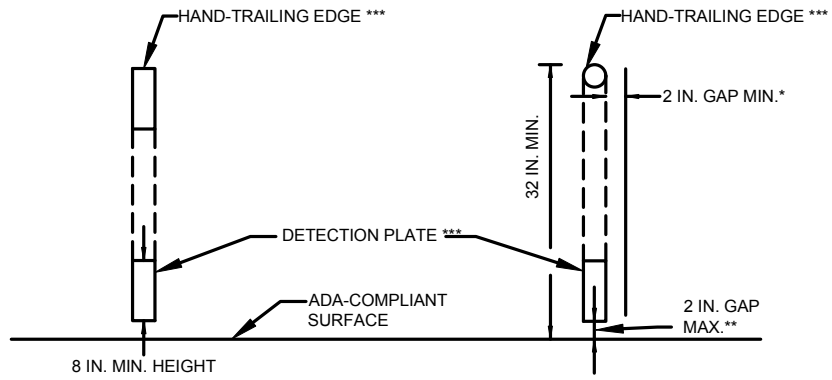
- Good approach sight distance.
- Highly visible to traffic.
- Stand alone away from other machinery and people.
- Stand on right edge of pavement or shoulder- proceed to centerline only when first vehicle has come to stop.
- Have a good escape route.



Proper Advance Warning Signs

- Always use warning signs.
- Allow for reaction distance from signs.
- Remove signs if no longer necessary or not flagging.
- Use free hand in up-and-down motion to help slow traffic.

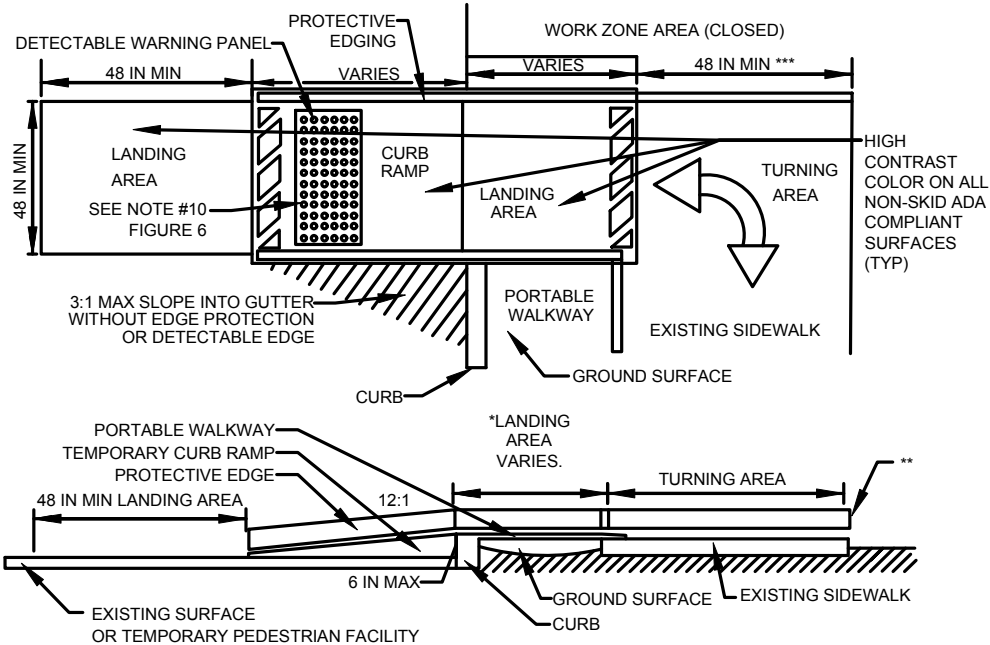




CROSS SECTION VIEW

PEDESTRIAN CHANNELIZING DEVICE

- * THERE SHALL BE A 2 INCH GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.
- ** A MAXIMUM 2 INCH GAP BETWEEN THE BOTTOM OF THE BOTTOM RAIL AND THE SURFACE MAY BE USED TO PROVIDE DRAINAGE.
- *** THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH SUCH THAT A PEDESTRIAN USER WITH A LONG CANE CAN FOLLOW IT.



TEMPORARY CURB RAMP

- * LANDING AREA USED TO OVERLAP NON-ADA COMPLIANT SURFACES.
- ** DETECTABLE EDGE REMOVED IF A CONTINUOUS SIDEWALK.
- *** 60 IN. IF AN OBSTRUCTION IS AT BACK OF SIDEWALK.



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STATIONARY OPERATIONS
TWO LANE UNDIVIDED ROADWAY
HALF OF ROADWAY CLOSED
WORK NEAR CURVE

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	500 / 500 / 500	50	100	20	30
45-55	500 / 1000 / 1000	100	150	40	20

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

NOTES

1. IF POLICE DETAIL/UNIFORMED FLAGGER SUPPORT IS REQUIRED, PROVIDE TWO UNITS.
2. MA-R2-10a LOCATED AT C/2.
3. ** = EXTEND ENOUGH SO TAPER IS BEFORE CURVE

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

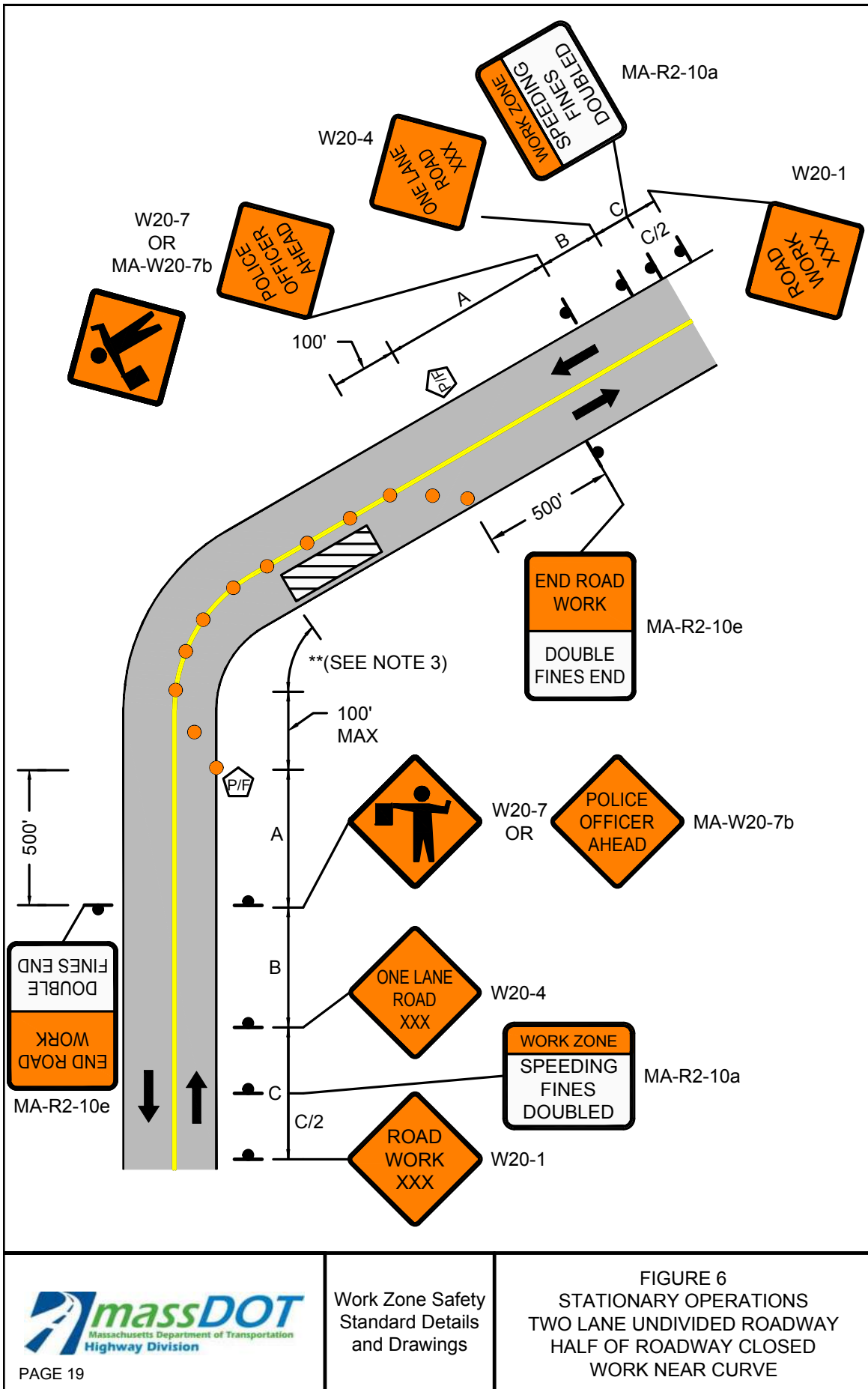


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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Standard Details
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STATIONARY OPERATIONS
TWO LANE UNDIVIDED ROADWAY
HALF OF ROADWAY CLOSED

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	500 / 500 / 500	50	100	20	30
45-55	500 / 1000 / 1000	100	150	40	20

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED REGULATORY OR WORK ZONE SPEED	SEPARATION BETWEEN RUMBLE STRIPS
36-mph to 55-mph	15-feet
35-mph and under	10-feet

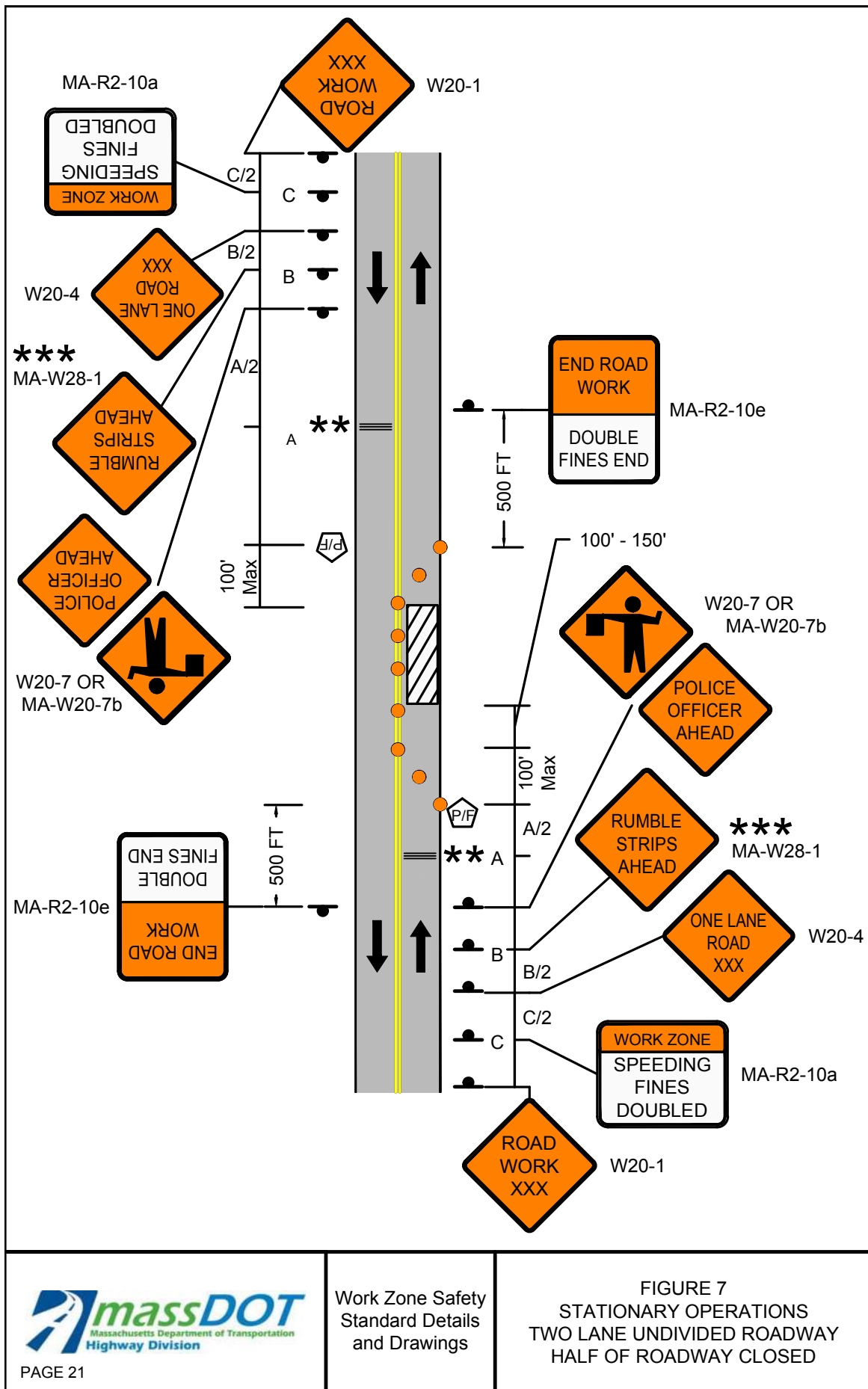
NOTES

1. IF POLICE DETAIL/UNIFORMED FLAGGER SUPPORT IS REQUIRED, PROVIDE TWO UNITS.
2. MA-R2-10a LOCATED AT C/2.
3. ** OPTIONAL AT THE ENGINEER'S DISCRETION.
4. *** SHALL BE DEPLOYED IF RUMBLE STRIPS ARE PRESENT.

LEGEND

	WORK ZONE
	CHANNELIZATION DEVICE
	FLASHING ARROW BOARD
	PORTABLE CHANGEABLE MESSAGE SIGN
	TRUCK MOUNTED ATTENUATOR
	RADAR SPEED FEEDBACK BOARD
	POLICE DETAIL OR UNIFORMED FLAGGER
	TEMPORARY PORTABLE RUMBLE STRIP
	TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
TWO LANE UNDIVIDED ROADWAY
SHOULDER CLOSED

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		SHOULDER TAPER LENGTH (L/3) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	500 / 500 / 500	110	305	20	45
45-55	500 / 1000 / 1000	220	495	40	30
60-65	1000 / 1600 / 2600	260	645	40	35

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

NOTES

1. MA-R2-10a at C/2 and A/2.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

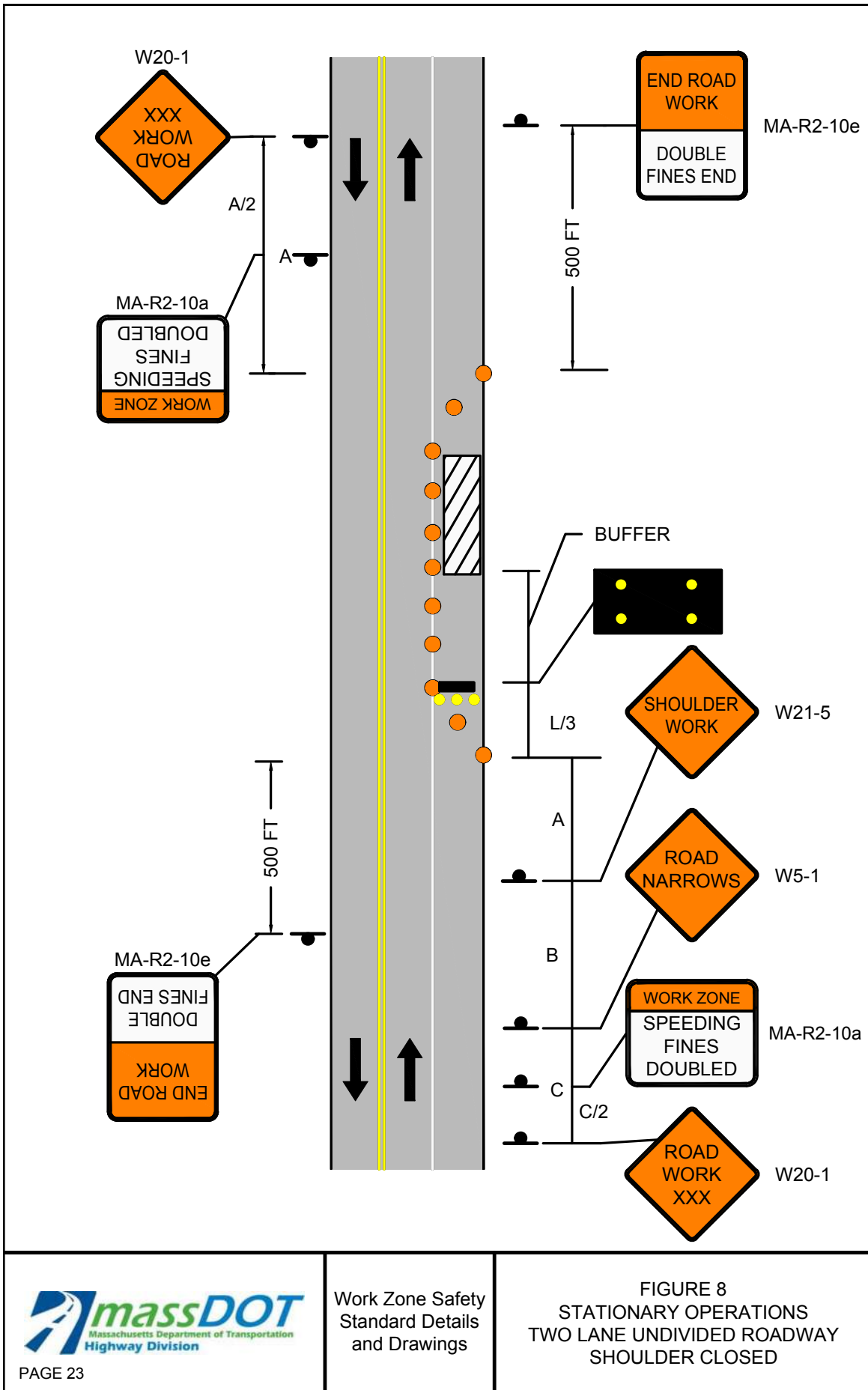


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
TWO LANE UNDIVIDED ROADWAY
WITH TRAVERSABLE SHOULDER
HALF OF ROADWAY CLOSED
MAINTAIN TWO-WAY TRAFFIC

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)				
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE SHIFT LENGTH (L/2) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	160	305	20	125
45-55	220	330	495	40	100
60-65	260	390	645	40	115

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT C/2.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

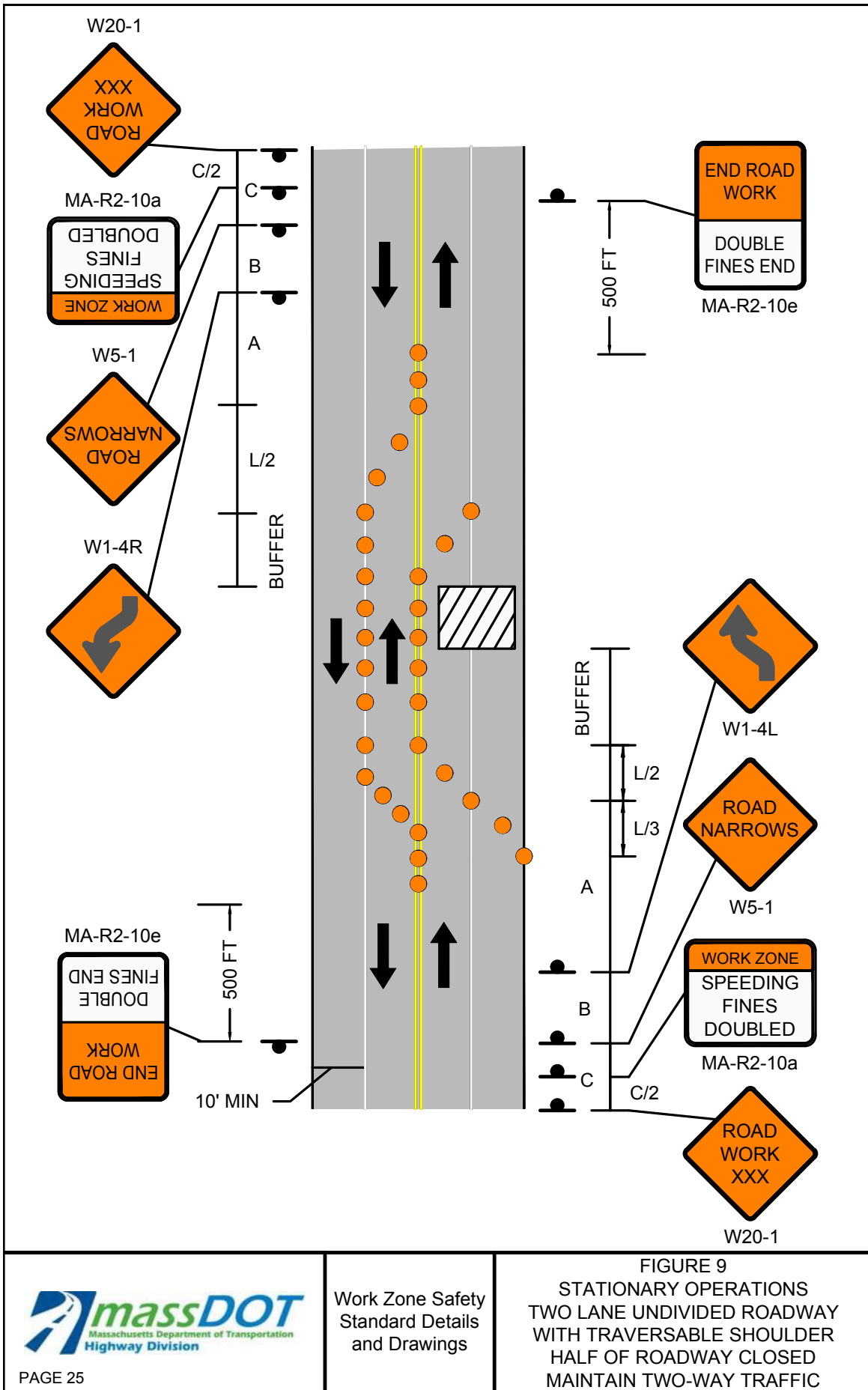


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
FOUR LANE UNDIVIDED ROADWAY
RIGHT LANE CLOSED

POSTED SPEED LIMIT (MPH)	CHANNELATION DEVICES (DRUMS OR CONES)				
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	305	20	60
45-55	220	660	495	40	50
60-65	260	780	645	40	55

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT A/2 AND C/2.
2. **OPTIONAL AT THE ENGINEER'S DISCRETION.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER



TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE



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STATIONARY OPERATIONS
FOUR LANE UNDIVIDED ROADWAY
LEFT LANE CLOSED

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	500 / 500 / 500	320	305	20	105
45-55	500 / 1000 / 1000	660	495	40	80
60-65	1000 / 1600 / 2600	780	645	40	100

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

NOTES

1. MA-R2-10a LOCATED AT A/2 AND C/2.
2. **OPTIONAL AT THE ENGINEER'S DISCRETION. 2' OFFSET FROM EDGE OF TRAVEL LANE TO RADAR SPEED FEEDBACK BOARD IS REQUIRED. BOARD MAY BE MOVED FULLY OR PARTIALLY OFF PAVED SHOULDER, IF REQUIRED.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

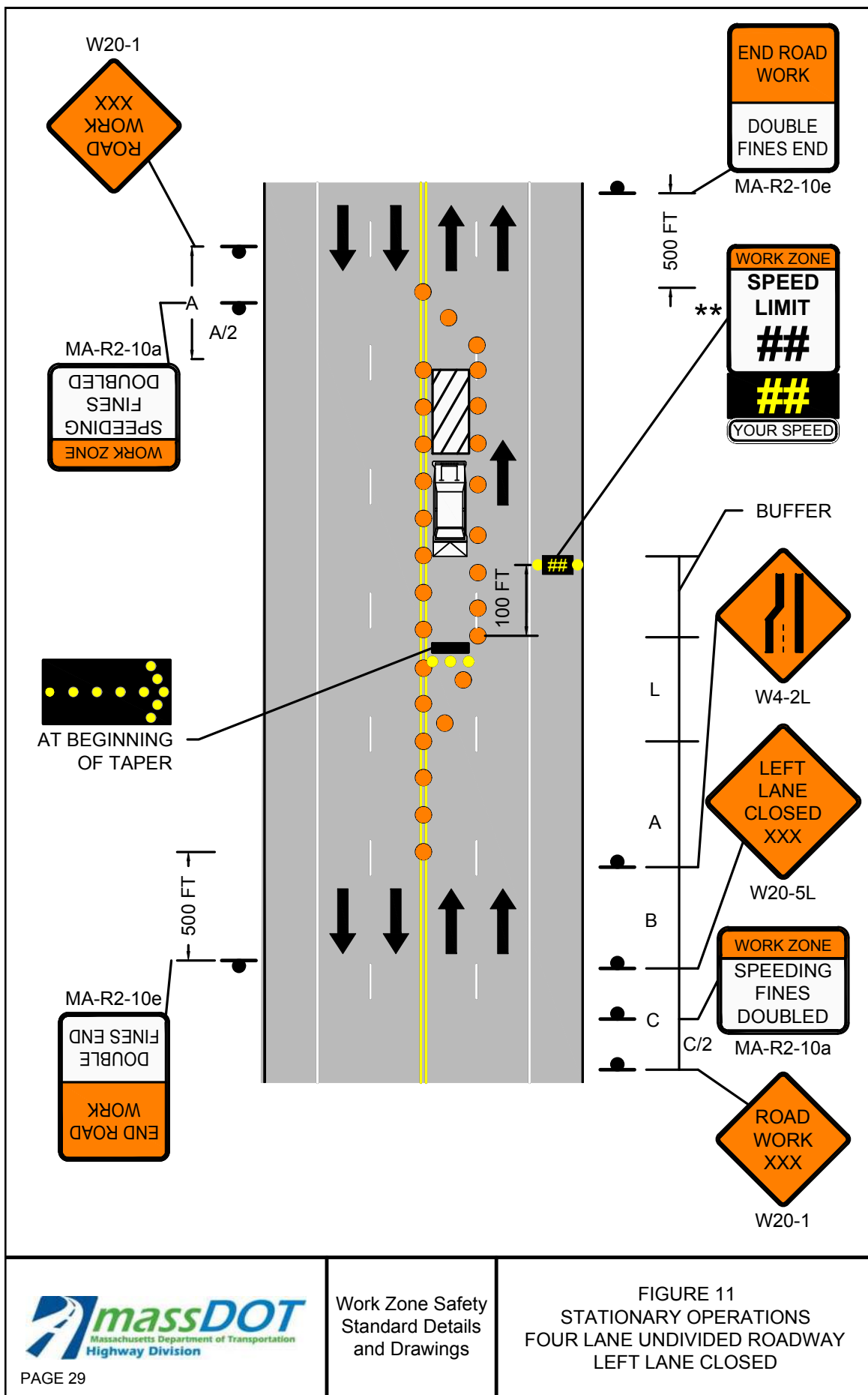


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
FOUR LANE UNDIVIDED ROADWAY
HALF OF ROADWAY CLOSED

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)					
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	TRAVEL LANE SHIFT LENGTH (L/2) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	160	305	20	140
45-55	220	660	330	495	40	120
60-65	260	780	390	645	40	140

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT C/2.
2. **OPTIONAL AT THE ENGINEER'S DISCRETION.
3. W1-4L SHALL BE PLACED AT THE MIDDLE OF THE TANGENT.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

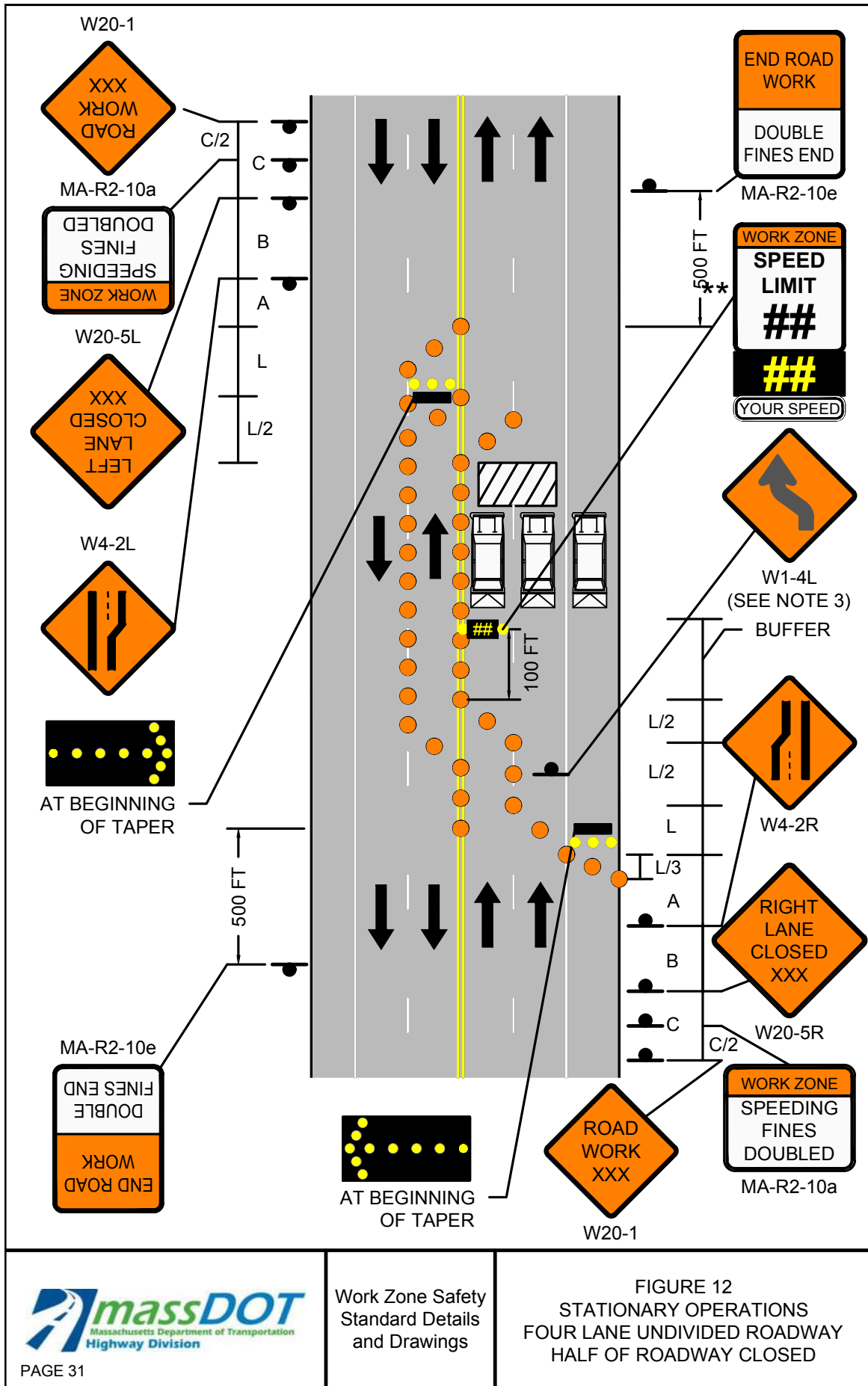


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
RIGHT LANE CLOSED

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)				
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	305	20	60
45-55	220	660	495	40	50
60-65	260	780	645	40	55

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

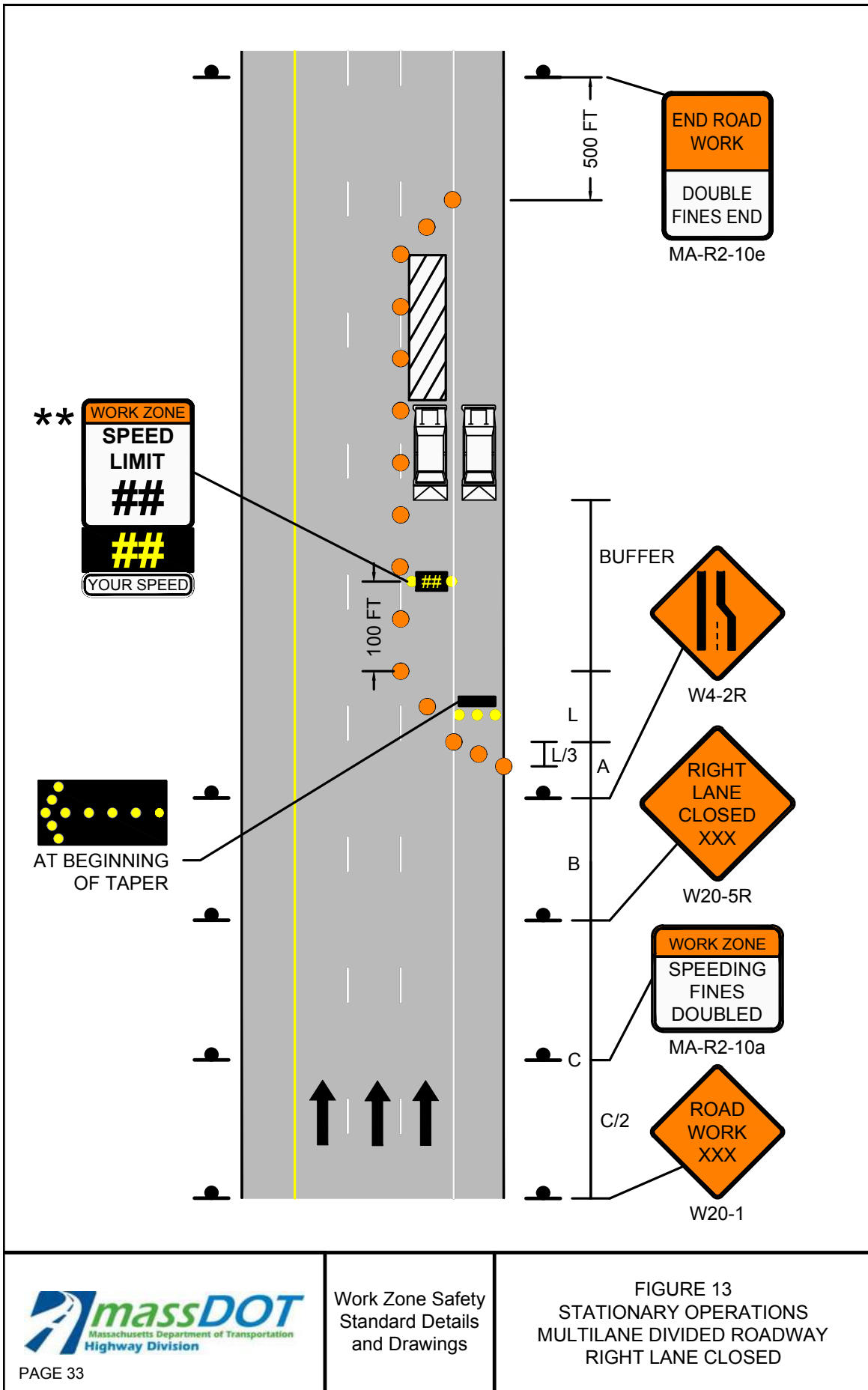
NOTES

1. MA-R2-10a LOCATED AT C/2.
2. **OPTIONAL AT THE ENGINEER'S DISCRETION.

LEGEND

	WORK ZONE
	CHANNELIZATION DEVICE
	FLASHING ARROW BOARD
	PORTABLE CHANGEABLE MESSAGE SIGN
	TRUCK MOUNTED ATTENUATOR
	RADAR SPEED FEEDBACK BOARD
	POLICE DETAIL OR UNIFORMED FLAGGER
	TEMPORARY PORTABLE RUMBLE STRIP
	TYPE III BARRICADE

NOT TO SCALE





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and Drawings

STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
LEFT LANE CLOSED

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)				
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	305	20	60
45-55	220	660	495	40	50
60-65	260	780	645	40	55

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT C/2.
2. **OPTIONAL AT THE ENGINEER'S DISCRETION.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

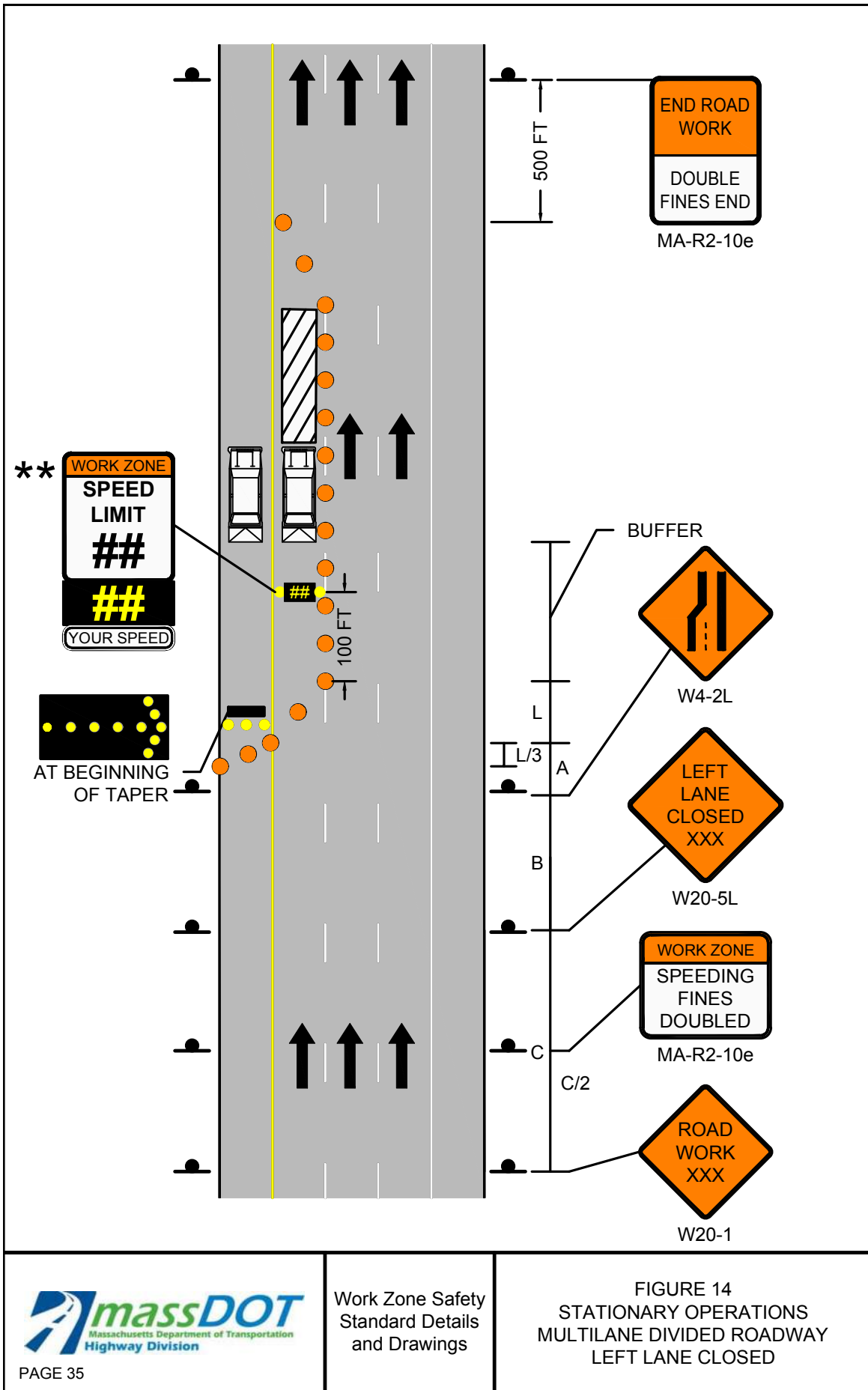


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
CENTER LANE OR RIGHT/CENTER
LANES CLOSED

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)					
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	TANGENT LENGTH BETWEEN TAPERS T (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	640	305	20	110
45-55	220	660	1320	495	40	100
60-65	260	780	1560	645	40	115

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT C/2.
2. ***OPTIONAL AT THE ENGINEER'S DISCRETION.
3. ****THIS SET OF SIGNS SHALL BE LOCATED AT T/2.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

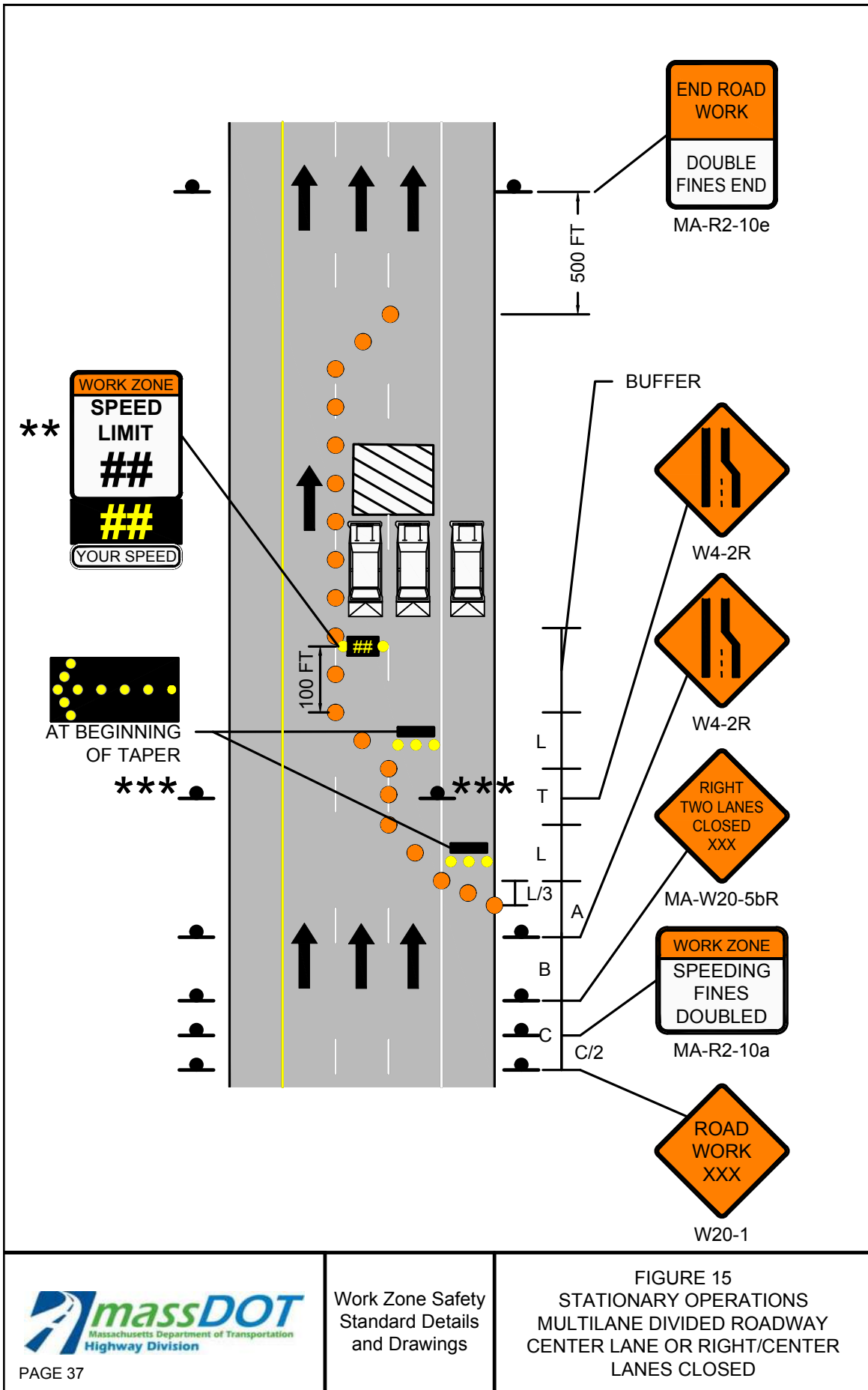


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
CENTER LANE OR LEFT/CENTER LANES
CLOSED

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)					
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	TANGENT LENGTH BETWEEN TAPERS T (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	640	305	20	110
45-55	220	660	1320	495	40	100
60-65	260	780	1560	645	40	115

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT C/2.
2. ***OPTIONAL AT THE ENGINEER'S DISCRETION.
3. ***THIS SET OF SIGNS SHALL BE LOCATED AT T/2.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

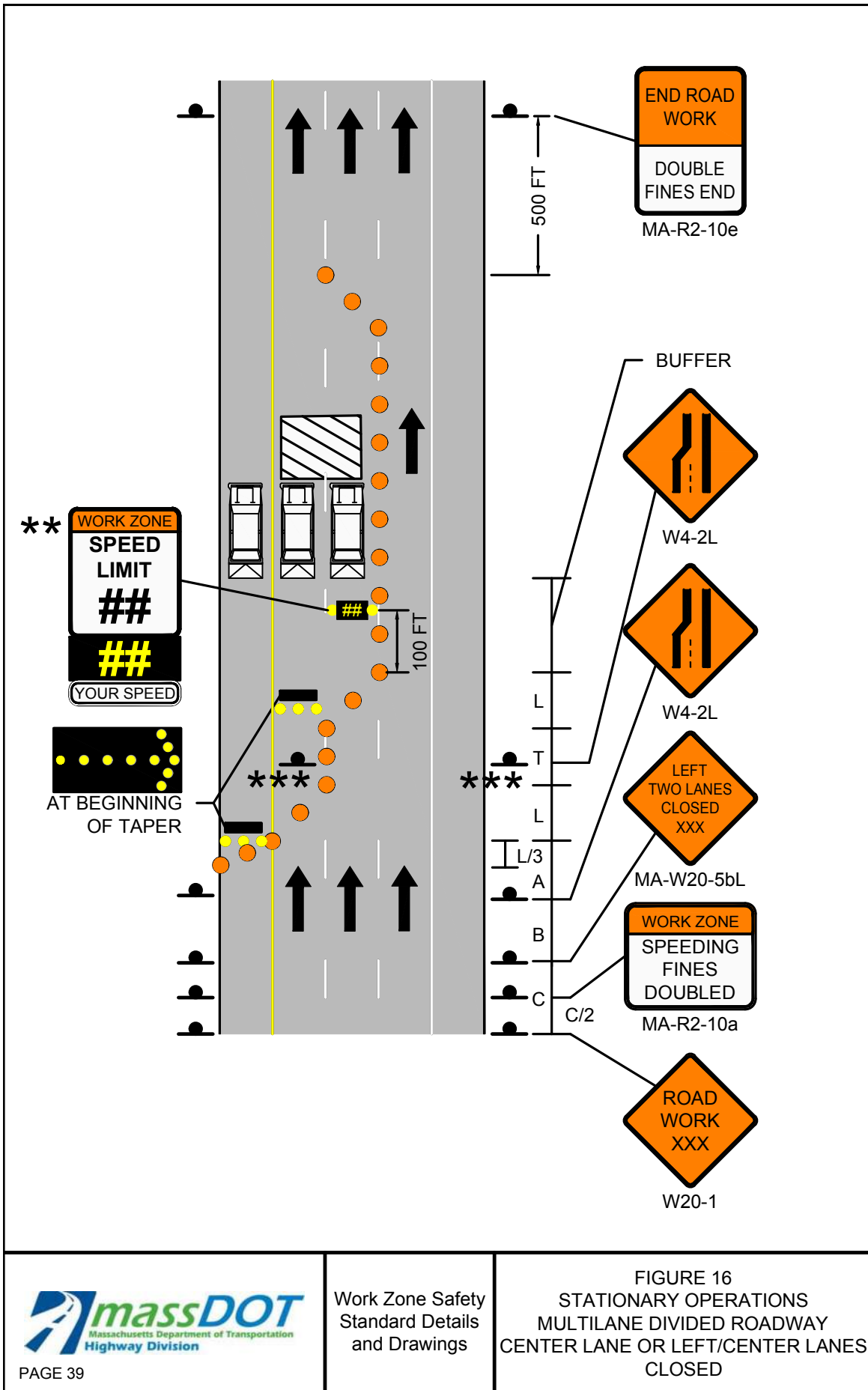


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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Work Zone Safety
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STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
RIGHT SIDE OF OFF RAMP CLOSED

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		TRAVEL LANE SHIFT LENGTH (L/2) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	500 / 500 / 500	160	305	20	45
45-55	500 / 1000 / 1000	330	495	40	35

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

NOTES

1. MA-R2-10a LOCATED AT C/2.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

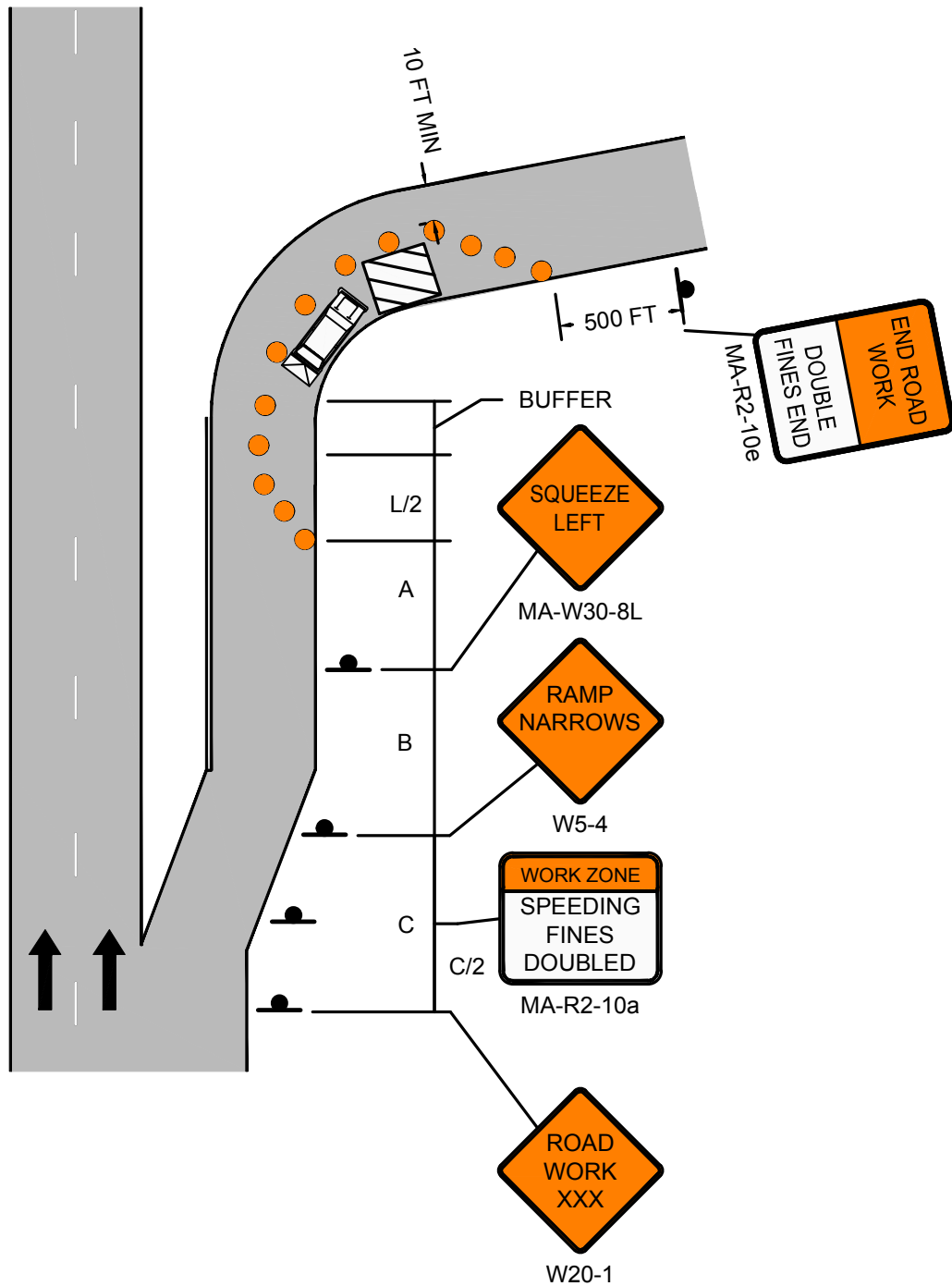


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
LEFT SIDE OF OFF RAMP CLOSED

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		TRAVEL LANE SHIFT LENGTH (L/2) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	500 / 500 / 500	160	305	20	45
45-55	500 / 1000 / 1000	330	495	40	35

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

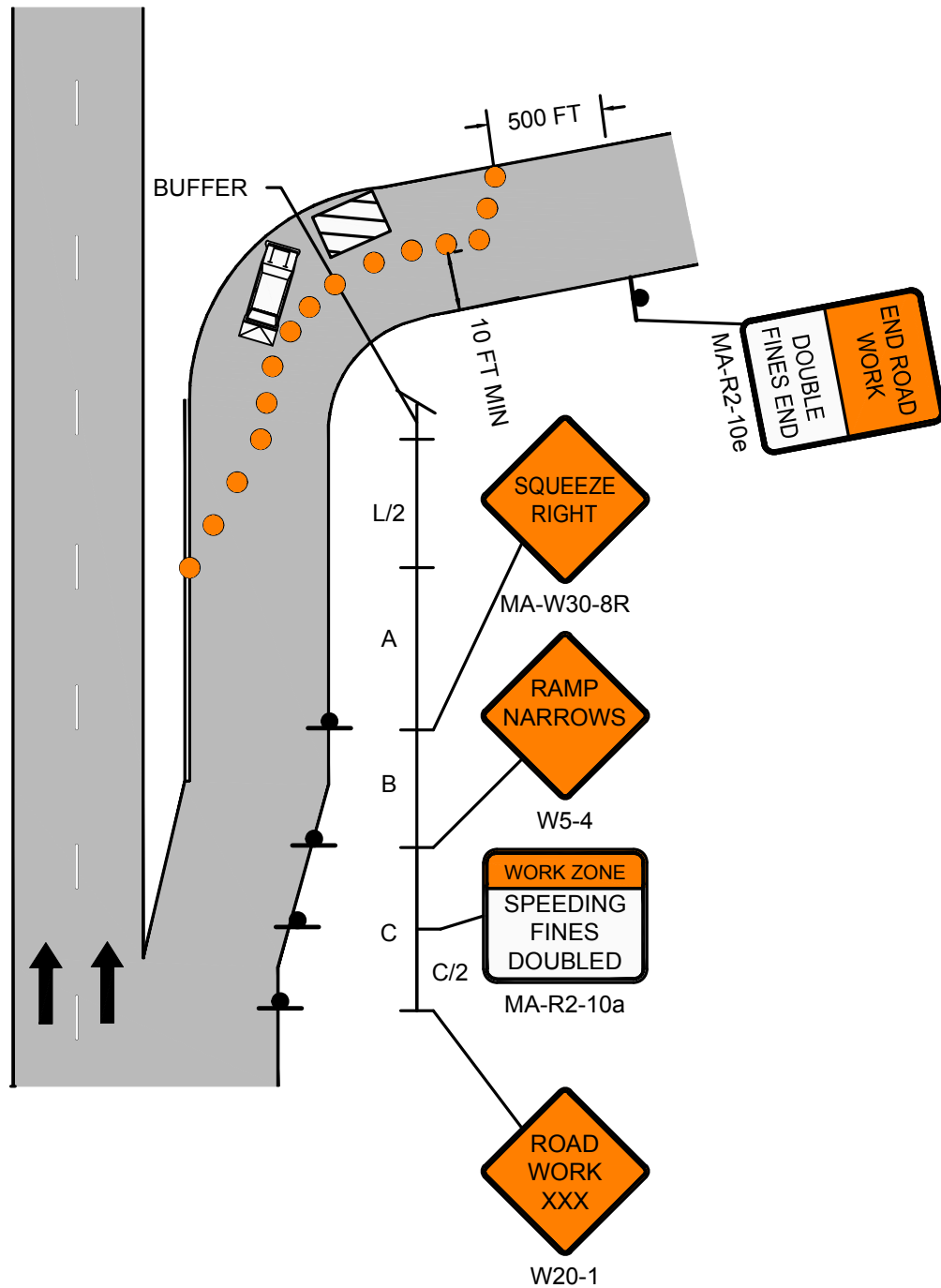
NOTES

1. MA-R2-10a LOCATED AT C/2.

LEGEND

	WORK ZONE
	CHANNELIZATION DEVICE
	FLASHING ARROW BOARD
	PORTABLE CHANGEABLE MESSAGE SIGN
	TRUCK MOUNTED ATTENUATOR
	RADAR SPEED FEEDBACK BOARD
	POLICE DETAIL OR UNIFORMED FLAGGER
	TEMPORARY PORTABLE RUMBLE STRIP
	TYPE III BARRICADE

NOT TO SCALE





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Work Zone Safety
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STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
ROADWORK BEYOND ON RAMP

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)				
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	305	20	175
45-55	220	660	495	40	135
60-65	260	780	645	40	155

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT C/2.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

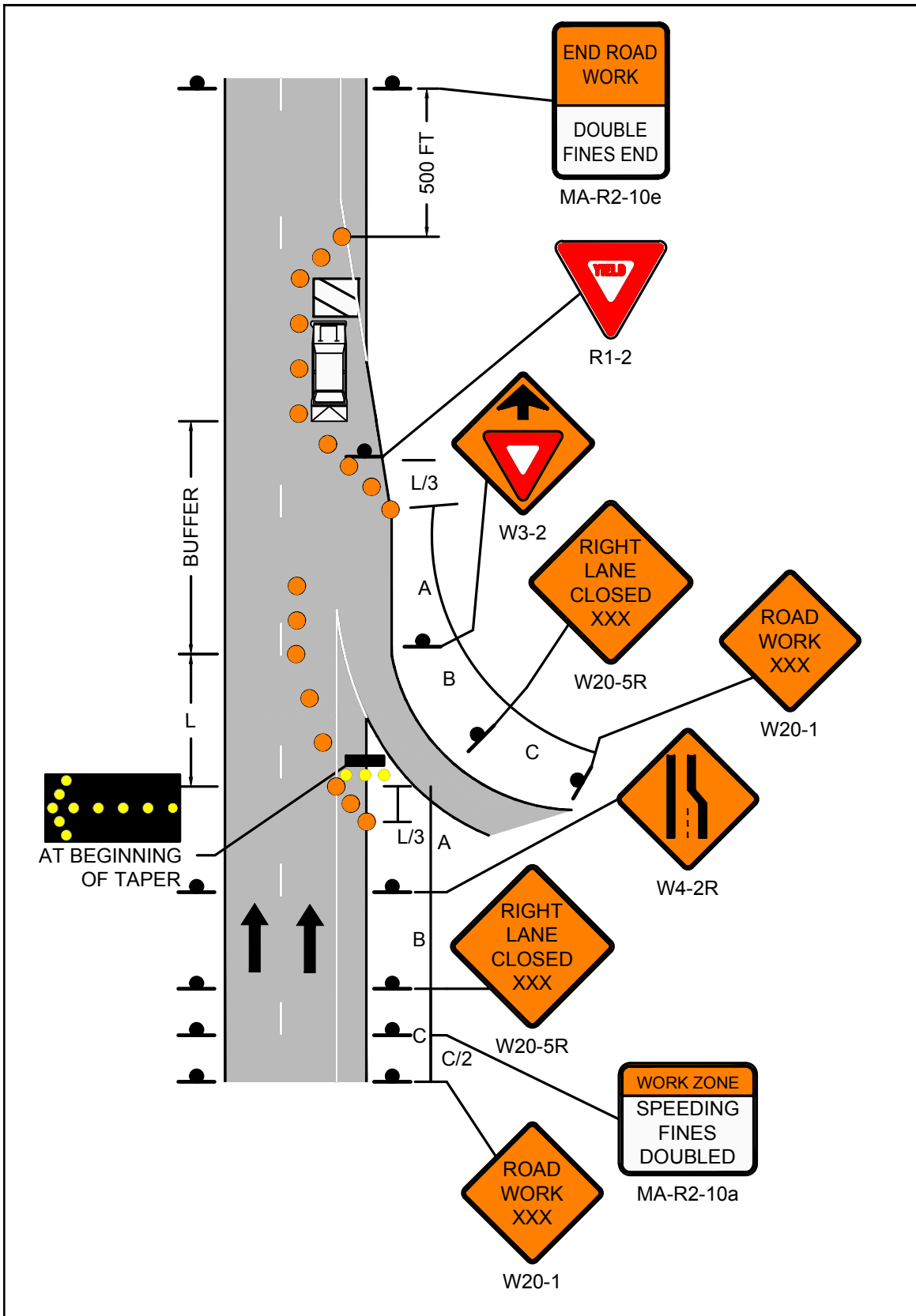


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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STATIONARY OPERATIONS
MULTILANE DIVIDED ROADWAY
ROADWORK BEYOND OFF RAMP

POSTED SPEED LIMIT (MPH)	CHANNELIZATION DEVICES (DRUMS OR CONES)					
	SHOULDER TAPER LENGTH (L/3) (FT)	TRAVEL LANE CLOSURE LENGTH (L) (FT)	TRAVEL LANE SHIFT LENGTH (L/2) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	110	320	160	305	20	70
45-55	220	660	330	495	40	55
60-65	260	780	390	645	40	65

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)
25-40	500 / 500 / 500
45-55	500 / 1000 / 1000
60-65	1000 / 1600 / 2600

NOTES

1. MA-R2-10a LOCATED AT C/2.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

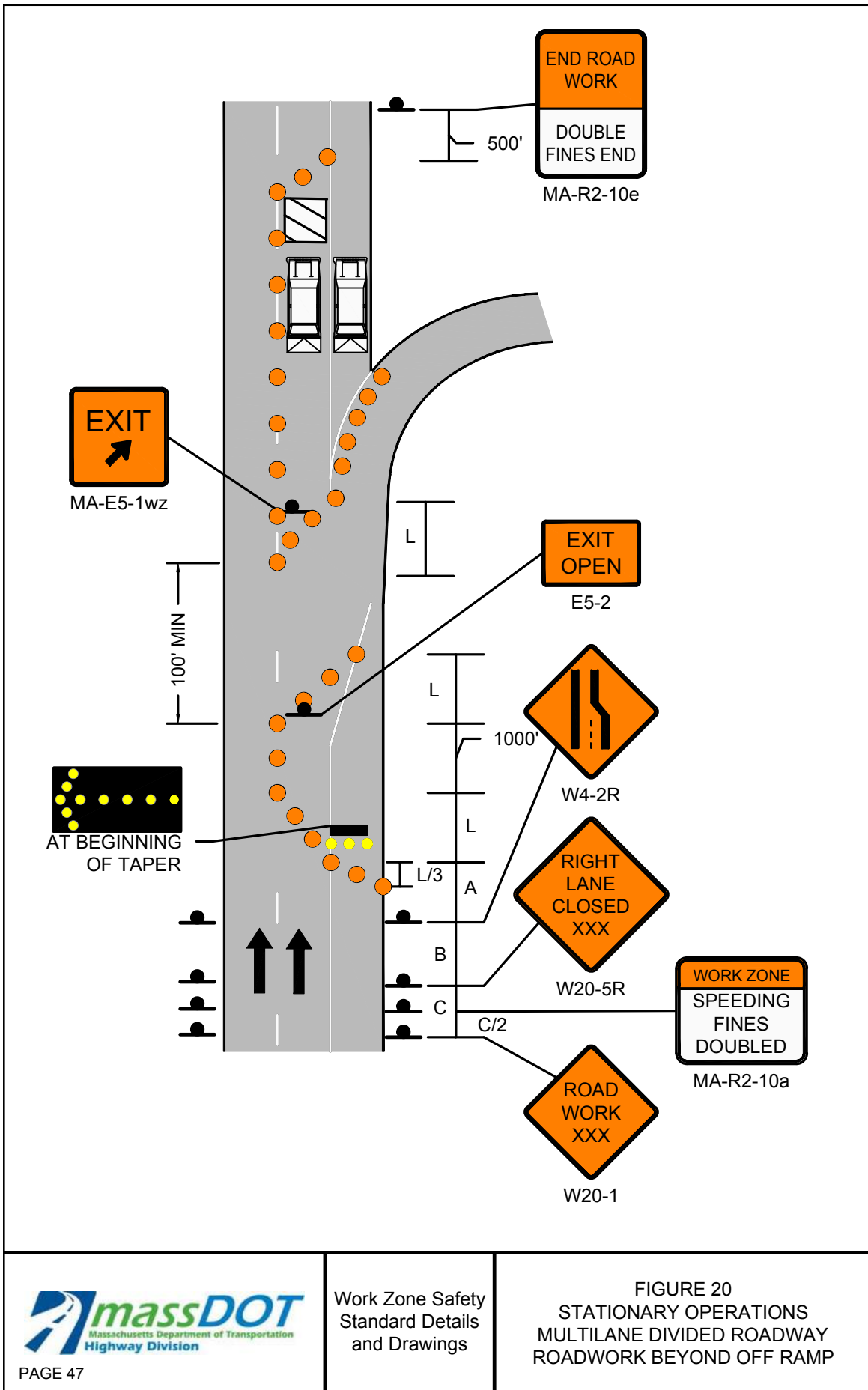


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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MULTILANE DIVIDED ROADWAY
TYPICAL RAMP CLOSURE

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		SHOULDER TAPER LENGTH (L/3) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES
25-40	500 / 500 / 500	110	305	20	45
45-55	500 / 1000 / 1000	220	495	40	30
60-65	1000 / 1600 / 2600	260	645	40	35

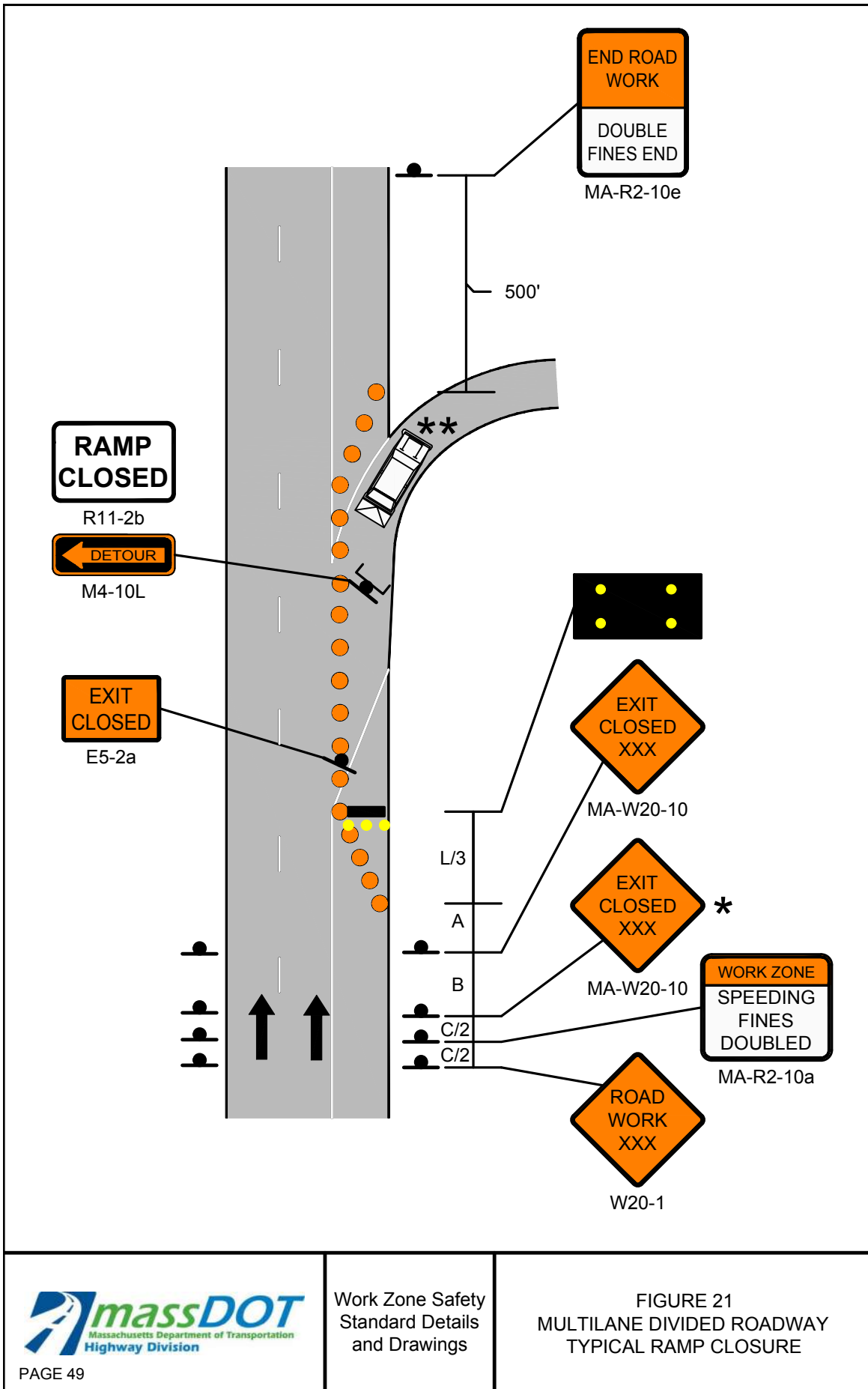
NOTES

1. MA-R2-10a LOCATED AT C/2.
2. * NOT REQUIRED IF RIGHT LANE IS CLOSED IN ADVANCE OF EXIT.
3. ** OPTIONAL AT ENGINEER'S DISCRETION.

LEGEND

	WORK ZONE
	CHANNELIZATION DEVICE
	FLASHING ARROW BOARD
	PORTABLE CHANGEABLE MESSAGE SIGN
	TRUCK MOUNTED ATTENUATOR
	RADAR SPEED FEEDBACK BOARD
	POLICE DETAIL OR UNIFORMED FLAGGER
	TEMPORARY PORTABLE RUMBLE STRIP
	TYPE III BARRICADE

NOT TO SCALE





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MULTILANE DIVIDED ROADWAY
TYPICAL CLOVERLEAF RAMP CLOSURE

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		SHOULDER TAPER LENGTH (L/3) (FT)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES
25-40	500 / 500 / 500	110	305	20	45
45-55	500 / 1000 / 1000	220	495	40	30
60-65	1000 / 1600 / 2600	260	645	40	35

NOTES

1. MA-R2-10a LOCATED AT C/2.
2. * NOT REQUIRED IF RIGHT LANE IS CLOSED IN ADVANCE OF EXIT.
3. ** OPTIONAL AT ENGINEER'S DISCRETION.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

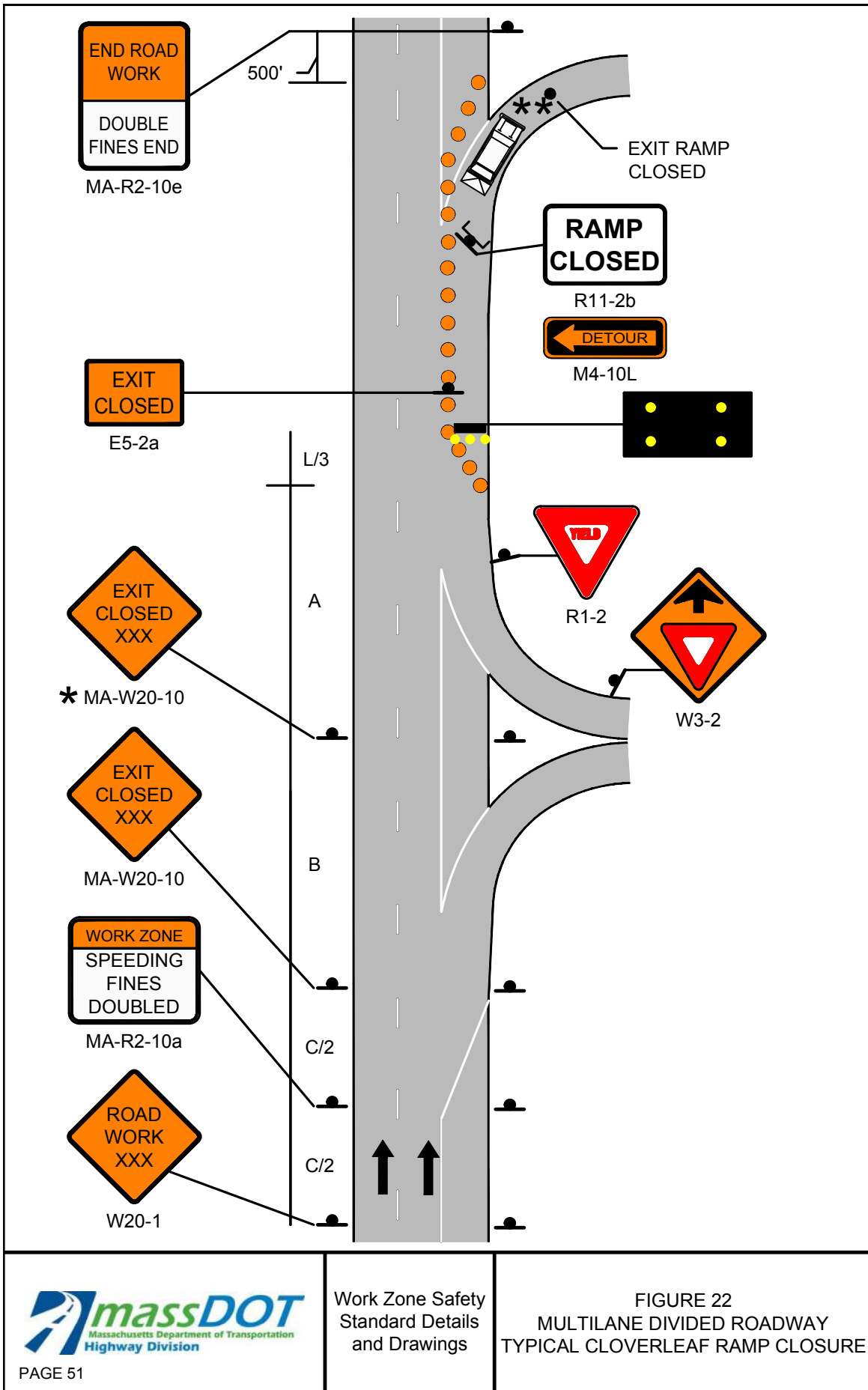


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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MULTILANE DIVIDED ROADWAY
TYPICAL RAMP CLOSURE
ADVANCE SIGNING

NOTES

1. IF THE CLOSED RAMP IS LOCATED DOWNSTREAM FROM THE PROPOSED DETOUR ROUTE/RAMP, A PCMS SHALL BE POSITIONED AT A SUFFICIENT DISTANCE IN ADVANCE OF THE DETOUR ROUTE/RAMP AND SHOULD STATE WHICH RAMP IS CLOSED AND WHICH SHALL BE USED FOR THE DETOUR.
2. IF THE CLOSED RAMP IS LOCATED UPSTREAM FROM THE PROPOSED DETOUR ROUTE/RAMP, A PCMS SHALL BE POSITIONED PRIOR TO THE CLOSED RAMP AND SHOULD STATE WHICH RAMP IS CLOSED AND WHICH SHALL BE USED FOR THE DETOUR.
3. A SUFFICIENT NUMBER OF DETOUR SIGNS (M4-9 SERIES) SHOULD BE DEPLOYED TO PROPERLY DIRECT DETOURED TRAFFIC. SIGN SPACING SHALL BE AT THE DIRECTION OF THE ENGINEER.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

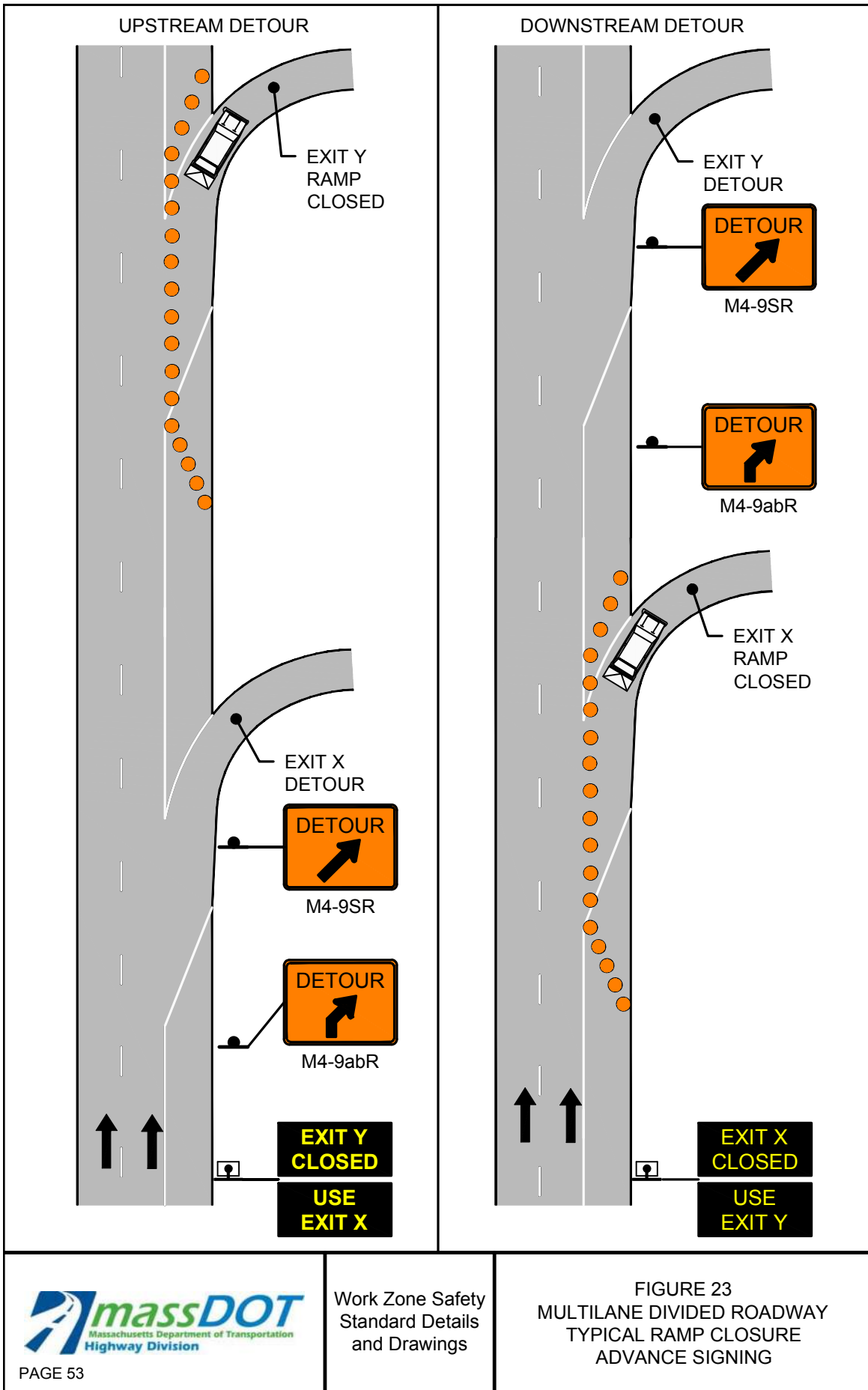


TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE





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Work Zone Safety
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MULTILANE DIVIDED ROADWAY
PLACEMENT OF TEMPORARY
PORTABLE RUMBLE STRIPS
SHEET 1 OF 2


POSTED REGULATORY OR WORK ZONE SPEED	SEPARATION BETWEEN RUMBLE STRIPS
Above 55-mph	20-feet
36-mph to 55-mph	15-feet
35-mph and under	10-feet

POSTED SPEED LIMIT (MPH)	SPACING FOR ADVANCE WARNING SIGNS (FT) (A,B,C)	TANGENT LENGTH BETWEEN TAPERS (T) (FT)
25-40	500 / 500 / 500	640
45-55	500 / 1000 / 1000	1320
60-65	1000 / 1600 / 2600	1560

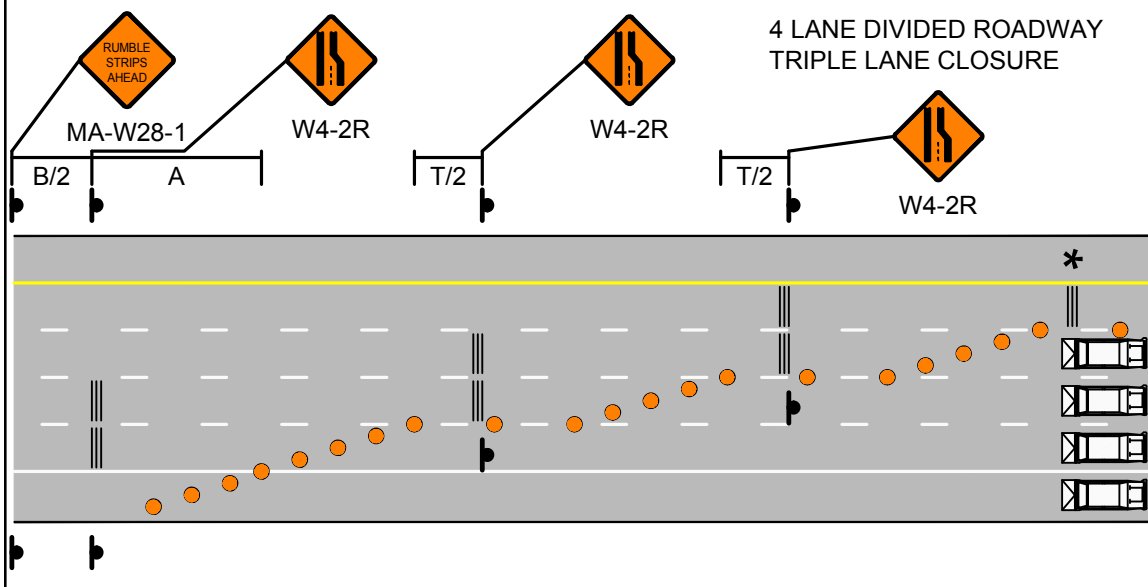
NOTES

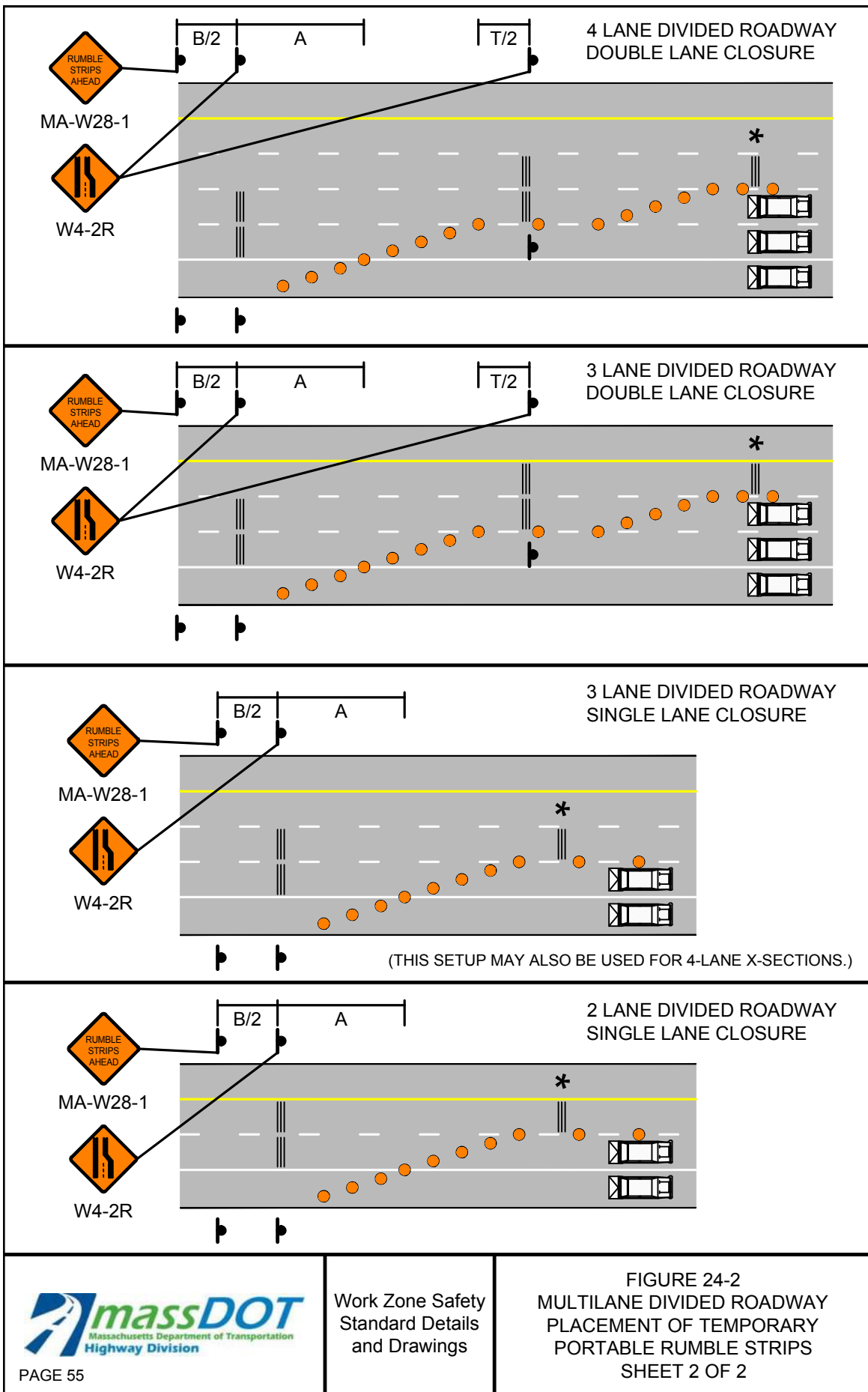
1. THE INTENTION OF THESE DETAILS IS ONLY TO DEPICT THE PLACEMENT OF TEMPORARY PORTABLE RUMBLE STRIPS (TPRS) IN RELATIONSHIP TO THE TAPER AND THE BUFFER OF A SINGLE- OR MULTI-LANE CLOSURE. THE DEPICTION OF THE NUMBER AND SPACING OF ALL OTHER TRAFFIC CONTROL DEVICES IS NOT TO SCALE. REFER TO OTHER DETAILS FOR LANE CLOSURES FOR THE PLACEMENT AND NUMBER OF ALL OTHER TRAFFIC CONTROL DEVICES.
2. THESE DETAILS ONLY DEPICT RIGHT LANE CLOSURES. LEFT LANE CLOSURES SHOULD UTILIZE A MIRROR IMAGE OF THESE SETUPS, STARTING WITH CLOSURE OF THE LEFTMOST LANE.
3. ★ THIS TPRS ARRAY IS OPTIONAL AT THE ENGINEER'S DISCRETION. IF USED, IT SHOULD BE PLACED ADJACENT TO THE BUFFER.
4. DETAILS SHOW THE MINIMUM NUMBER OF TPRS REQUIRED. ADDITIONAL MAY BE USED IF CONDITIONS WARRANT.


LEGEND

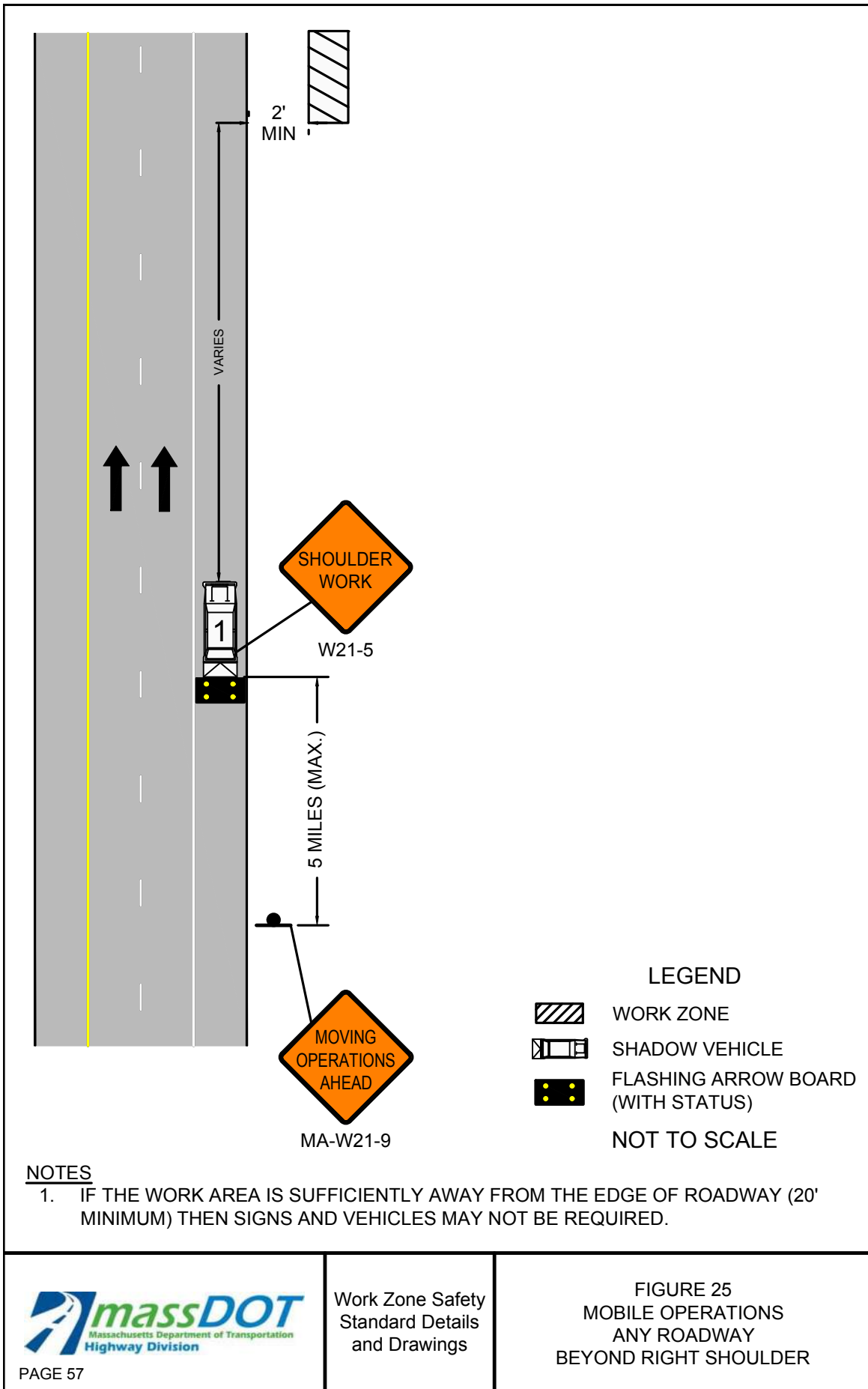
- CHANNELIZATION DEVICE
-  TRUCK MOUNTED ATTENUATOR
- ≡≡≡ TEMPORARY PORTABLE RUMBLE STRIP

NOT TO SCALE





 <p>PAGE 56</p>	<p>Work Zone Safety Standard Details and Drawings</p>	<p>NOTES FOR MOBILE OPERATIONS</p>
<p style="text-align: center;">Notes for Mobile Operations</p> <ul style="list-style-type: none"> • Unless otherwise stated, these notes shall apply to all Mobile Operation setups. • Additional, setup-specific notes may be found on individual sheets. <ol style="list-style-type: none"> 1. The Supervisor shall travel the designated roadway prior to scheduling the work to ensure that sufficient and appropriate traffic control devices will be available. Special consideration shall be exercised to ensure that appropriate traffic controls be placed in areas that will have limited visibility of the work areas or any associated traffic queues. 2. Vehicles used for these operations shall be made highly visible with appropriate equipment such as flashing lights, rotating beacons, flags, signs, flashing arrow boards, and/or portable changeable message signs. Any signs mounted to these vehicles shall not obscure the visibility of other devices. 3. All vehicles shown may not be required based upon roadway conditions. However, when needed and practical, additional shadow vehicles and equipment to warn and protect motorists and workers should be used. Based upon roadway conditions, the addition of a police detail with cruiser may be used for additional protection or warning for the traveling public. 4. The distance between the work and shadow vehicle(s) may vary according to the terrain and other factors. Shadow vehicles are used to warn traffic of the operations ahead. Whenever adequate sight distance exists, the shadow vehicle(s) should maintain the minimum appropriate distance and maintain the same speed to prevent non-work related vehicles from entering the work convoy. If this formation cannot be maintained then additional traffic control devices should be deployed in advance of any vertical or horizontal curves that may restrict the sight distance of an oncoming vehicle to either the work vehicle or associated traffic queue. 5. All shadow vehicles shall be equipped with a truck or trailer mounted attenuator (TMA) and a flashing arrow board. 6. Signs should be covered or turned from view when work is not in progress. 7. Portable changeable message signs may be used in lieu of MA-W21-9 signs and any signs mounted directly to a shadow vehicle. 		

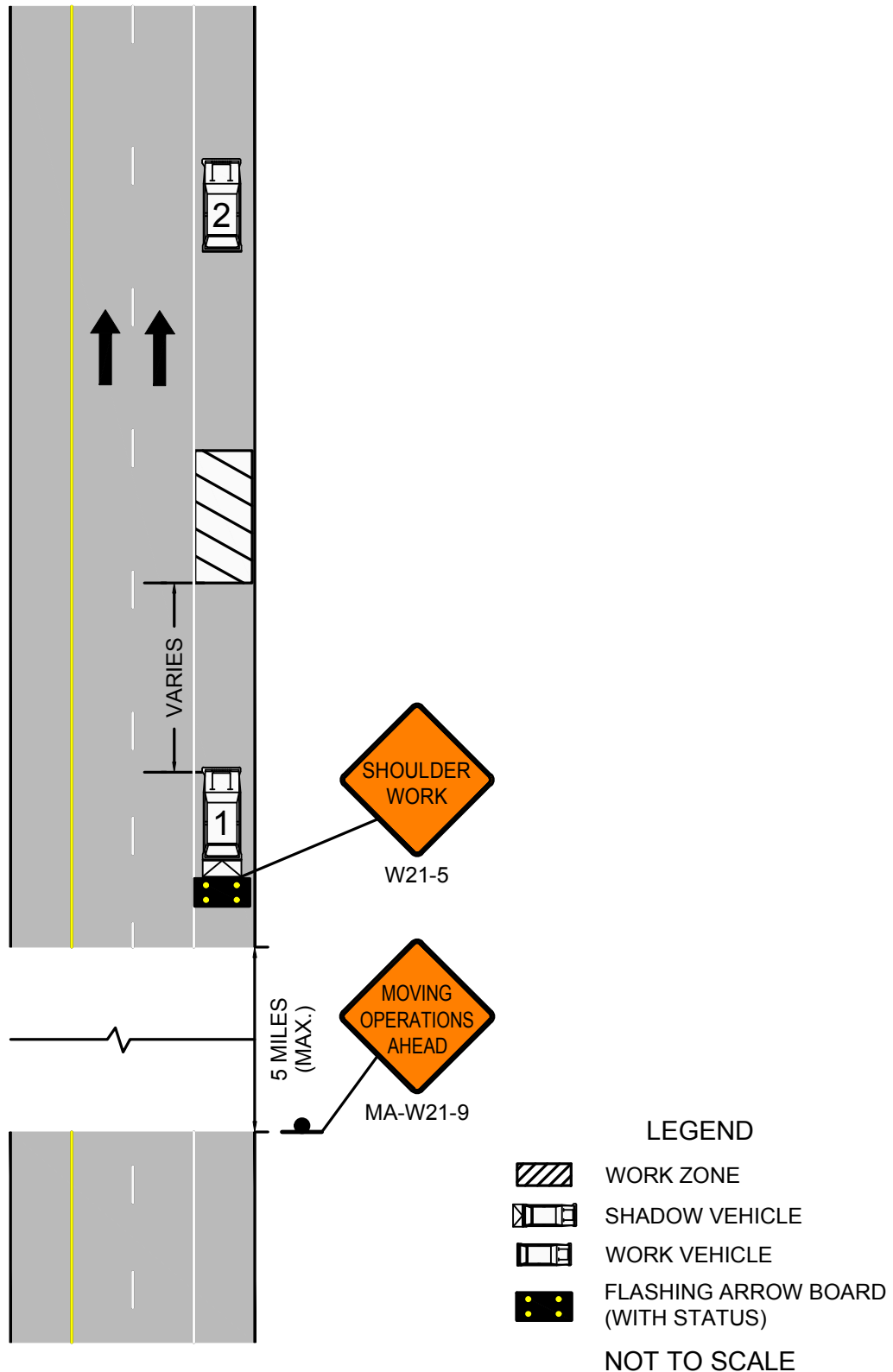


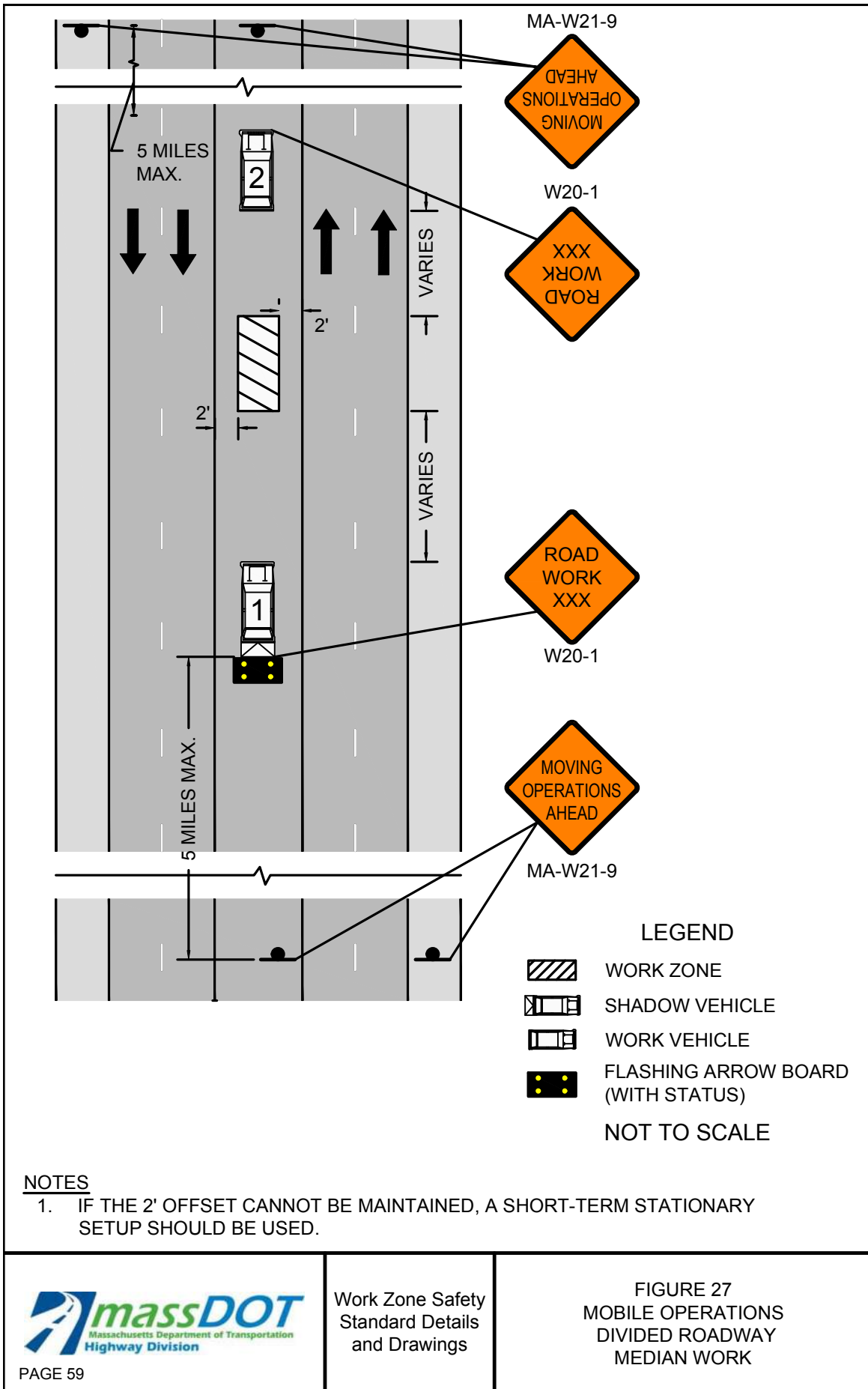


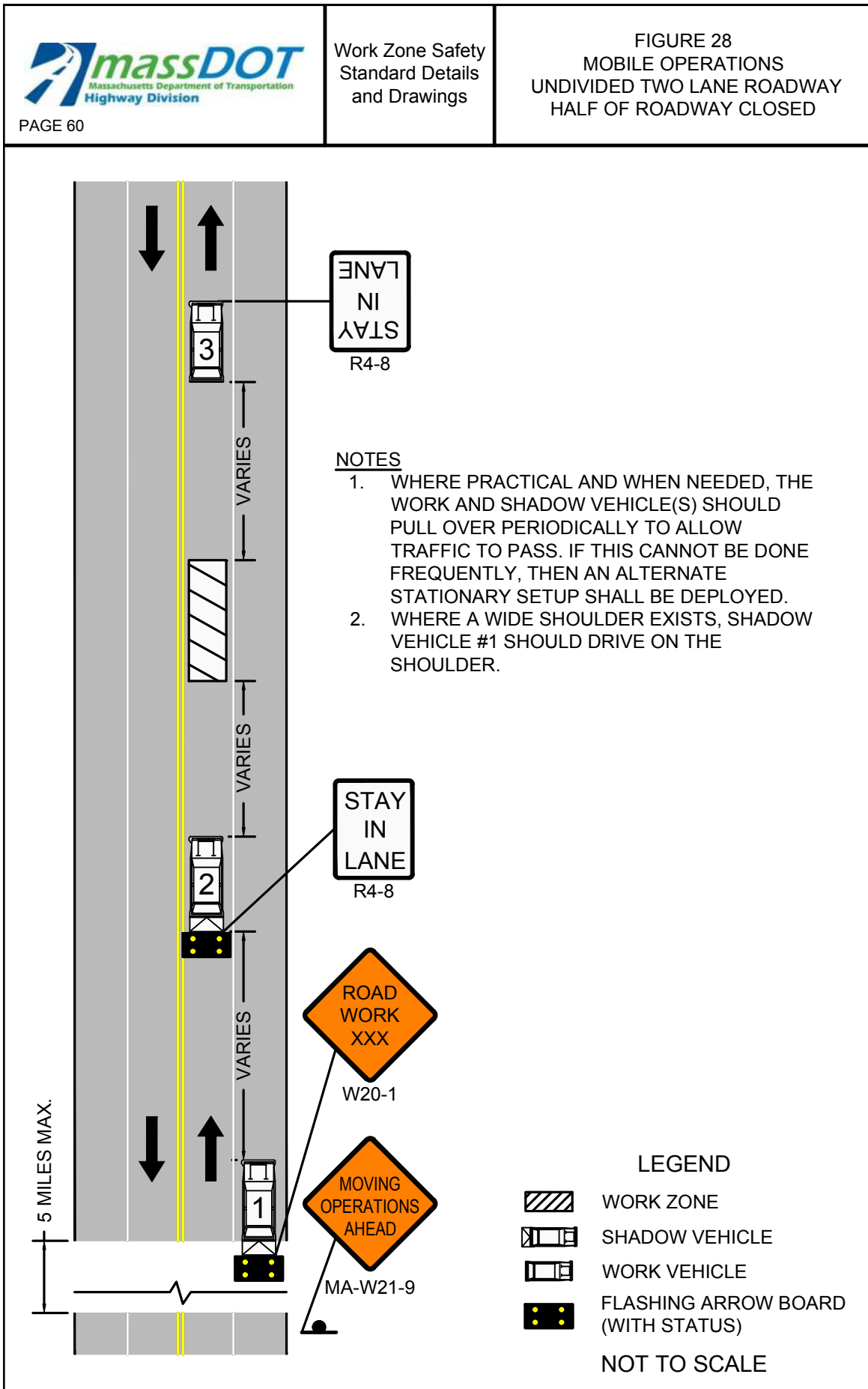
PAGE 58

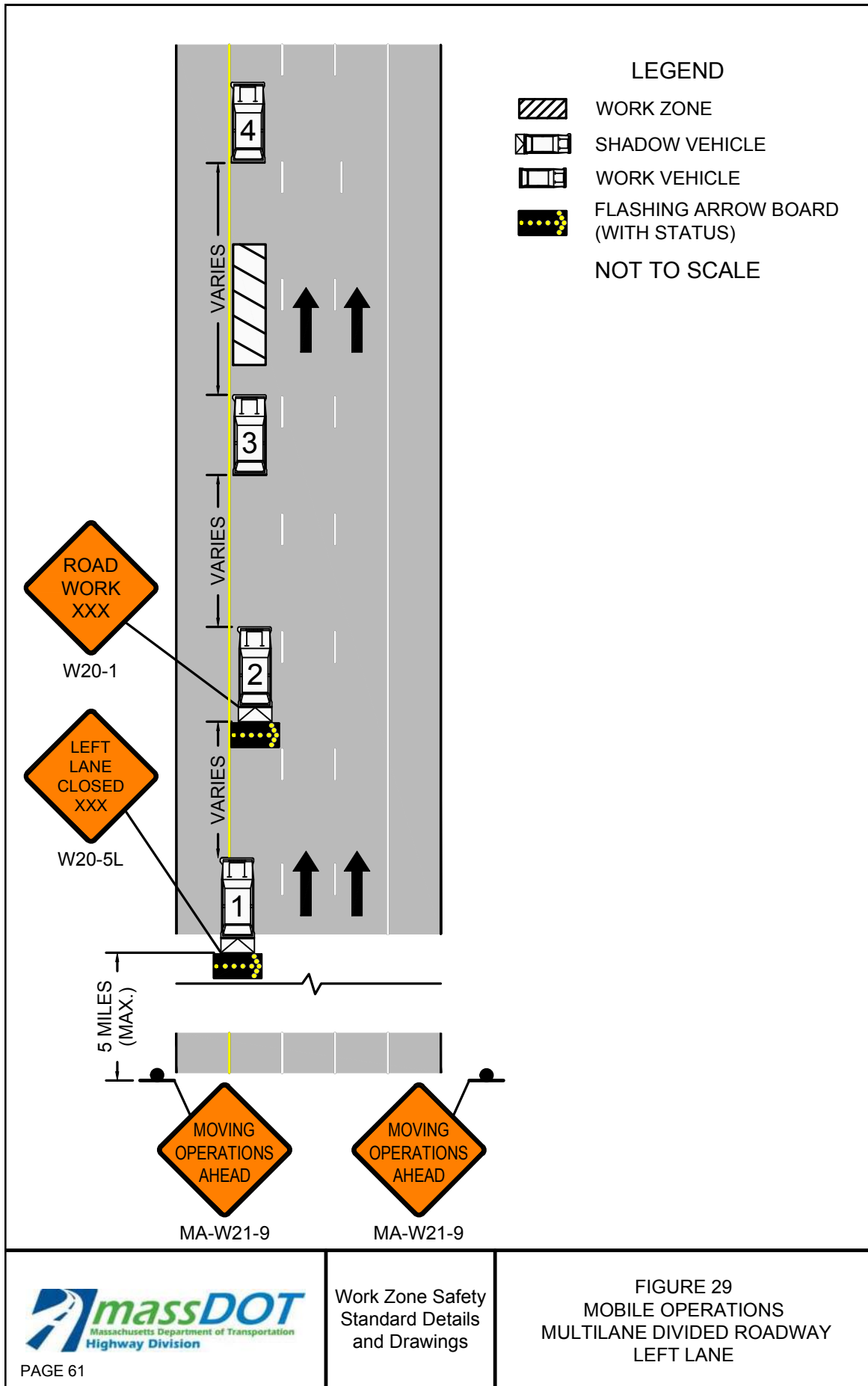
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FIGURE 26
MOBILE OPERATIONS
ANY ROADWAY SHOULDER







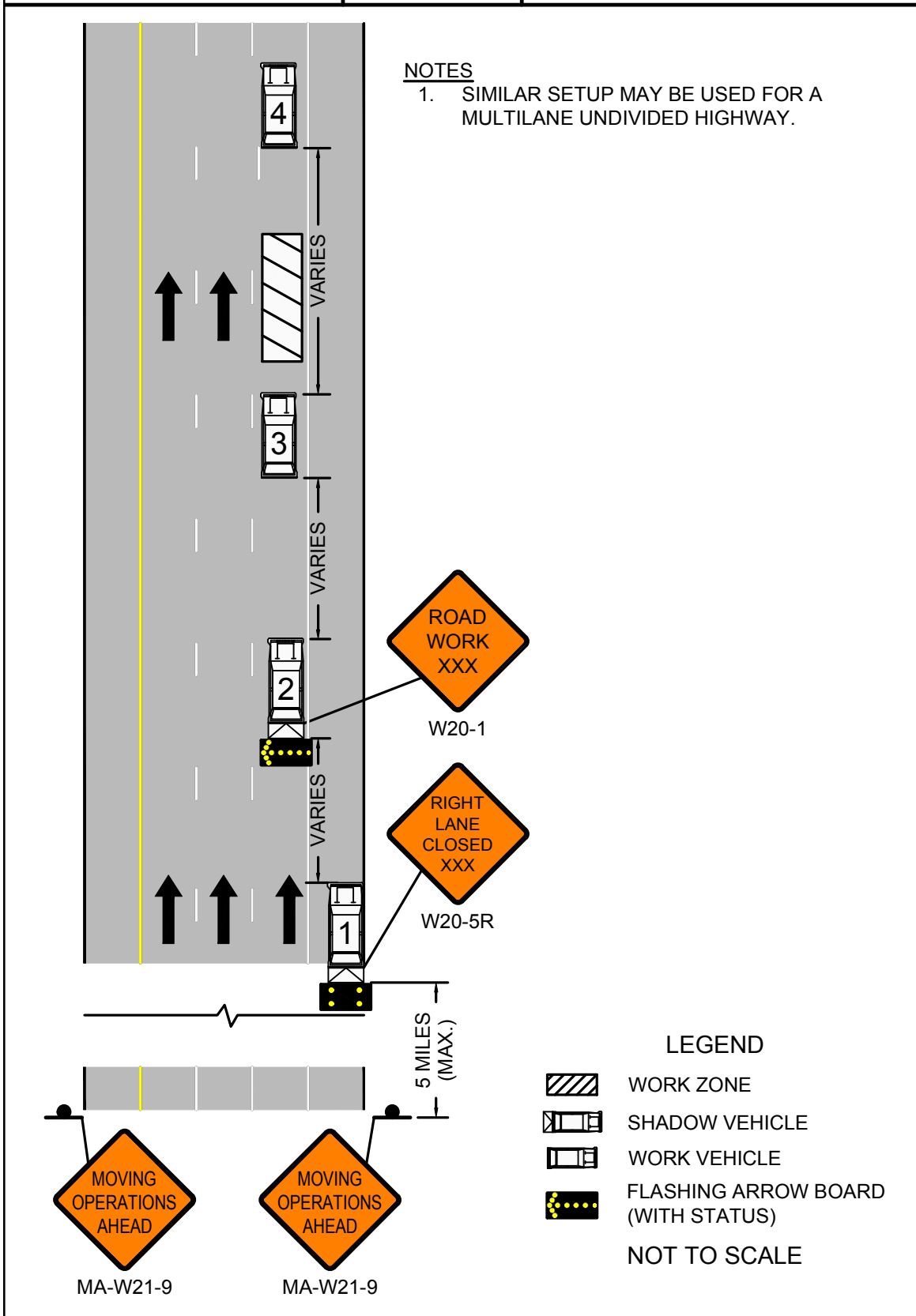


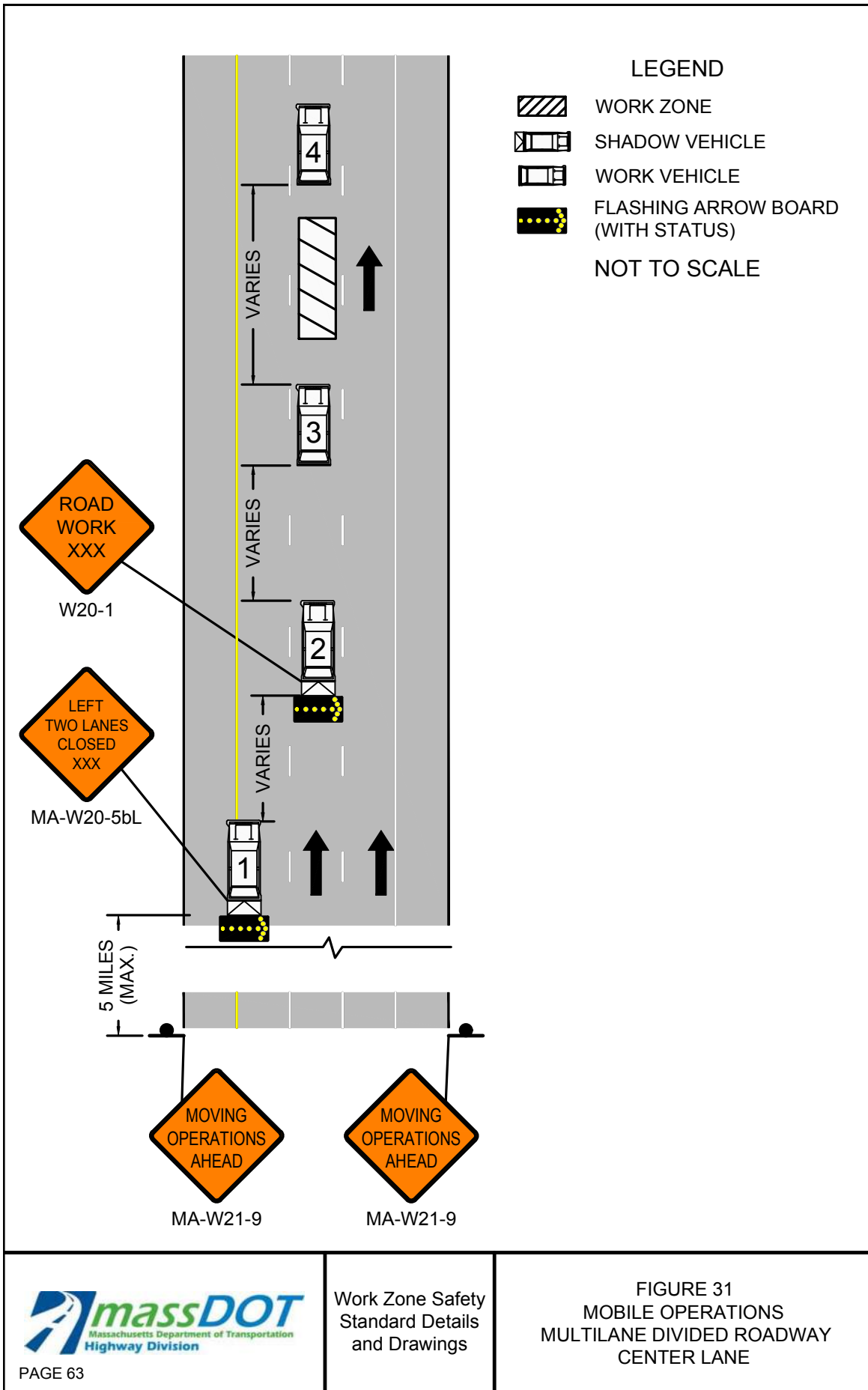


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FIGURE 30
MOBILE OPERATIONS
MULTILANE DIVIDED ROADWAY
RIGHT LANE



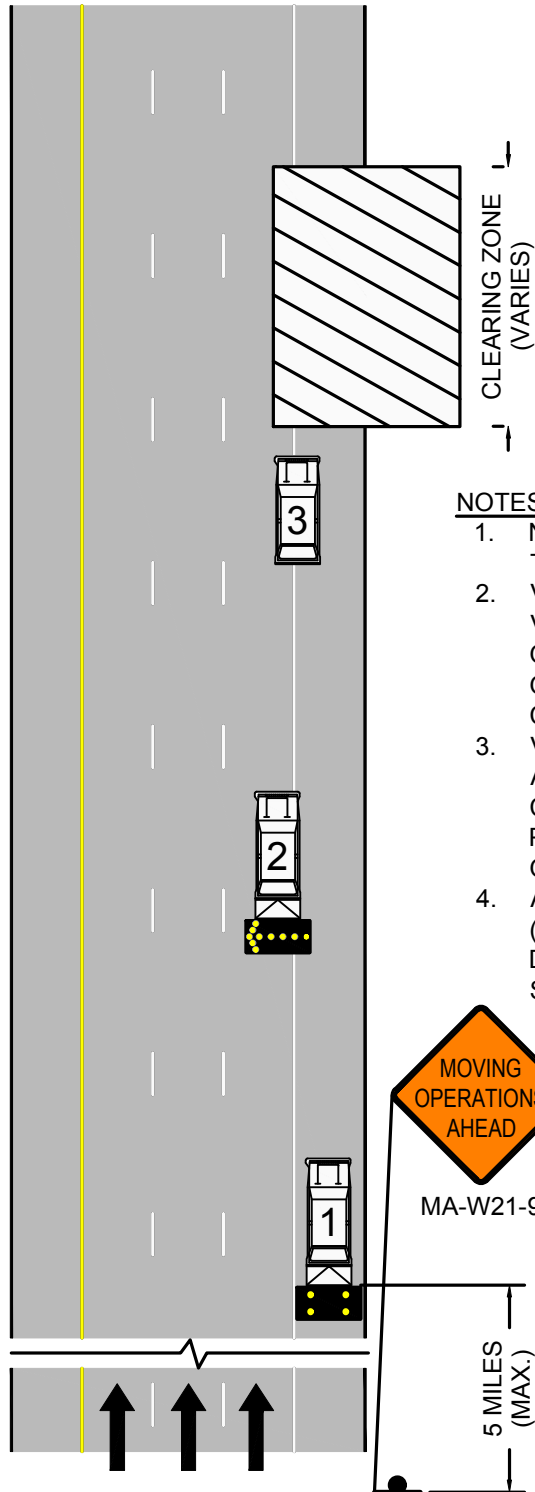




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FIGURE 32
MOBILE OPERATIONS
POST-STORM CLEANUP OPERATION



NOTES

1. NO OTHER NOTES ARE APPLICABLE TO THIS DETAIL.
2. VEHICLE #3 IS A SNOW/DEBRIS REMOVAL VEHICLE AND SHALL ALWAYS BE AWARE OF THE SURROUNDINGS. MORE THAN ONE VEHICLE MAY BE USED IN THE CLEARING ZONE.
3. VEHICLE #1 SHOULD BE EQUIPPED WITH A PCMS, A TMA, AND STAY IN VISUAL CONTACT WITH VEHICLE #3 WHILE PROVIDING AMPLE WARNING TO ONCOMING TRAFFIC.
4. A POLICE DETAIL WITH BLUE LIGHTS (OPTIONAL) SHALL REMAIN DOWNSTREAM OF VEHICLE #1 IN THE SHOULDER.

LEGEND

- WORK ZONE
- SHADOW VEHICLE
- WORK VEHICLE
- FLASHING ARROW BOARD (WITH STATUS)

NOT TO SCALE

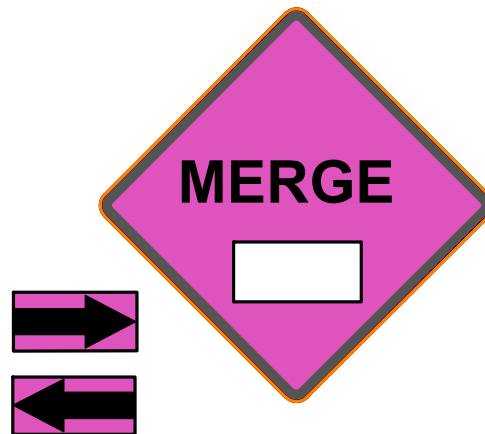
Notes for Traffic Emergency or Incident Operations

- The goal is to increase awareness of during traffic emergencies or incidents.
- These signs are to be used to differentiate from the traditional construction work zone and an emergency or incident.
- Upon arrival MassDOT First Responders shall assess the magnitude of the scene to determine if the incident is likely to last an hour or more in duration which would trigger the requirement to use these signs.
- Place the "Emergency Ahead" sign on the same side of the road as the incident, if possible, for up to an hour. Emergency response signs should be put up for all incidents and emergencies as soon as possible.
- Place the emergency sign 500 to 1000 feet before the first channelization devices.
- As an incident evolves this sign would be used as a secondary sign with all other emergency controls put in place.
- Only use "MERGE" signs where applicable (Not on 2 lane roads).
- Use MERGE signs on Multi-lane Roads to move traffic away from the incident and keep them in a safe lane.
- Place the MERGE sign about 500 feet before the closure.
- If additional signs are available, they should be placed accordingly as a sign informing people coming in the other direction or on the opposite side of the roadway.
- Use 12 emergency cones spaced 40 to 80 feet apart to form a taper and protect the scene.
- Sequential flashing lights/flares may be used in lieu of or to supplement cones.
- During a major incident that will last for a long duration, the EMERGENCY AHEAD sign should be moved back before an intersecting road or ramp to alert travelers and give them an option of using an alternate route. (Be sure all other devices are in place before moving this sign).

Standard Emergency Signs (36"x36" or 48"x48")



MA-W20-9



MA-W4-2aR/L





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FIGURE 33
EMERGENCY RESPONSE
ANY ROADWAY
SHOULDER ENCROACHMENT

LEGEND



EMERGENCY AREA

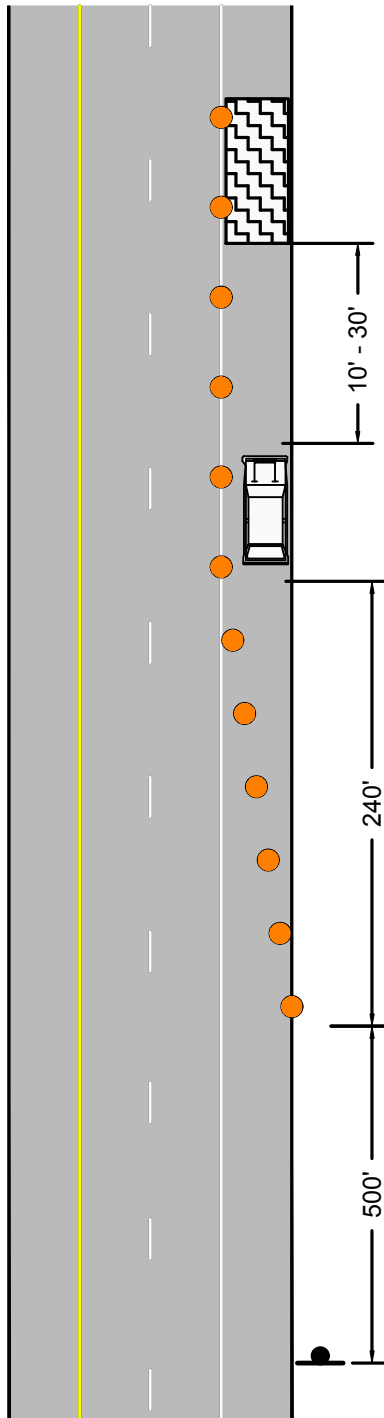


CHANNELIZATION DEVICE



EMERGENCY RESPONSE
VEHICLE

NOT TO SCALE



ORDER OF RESPONSE ACTIVITIES

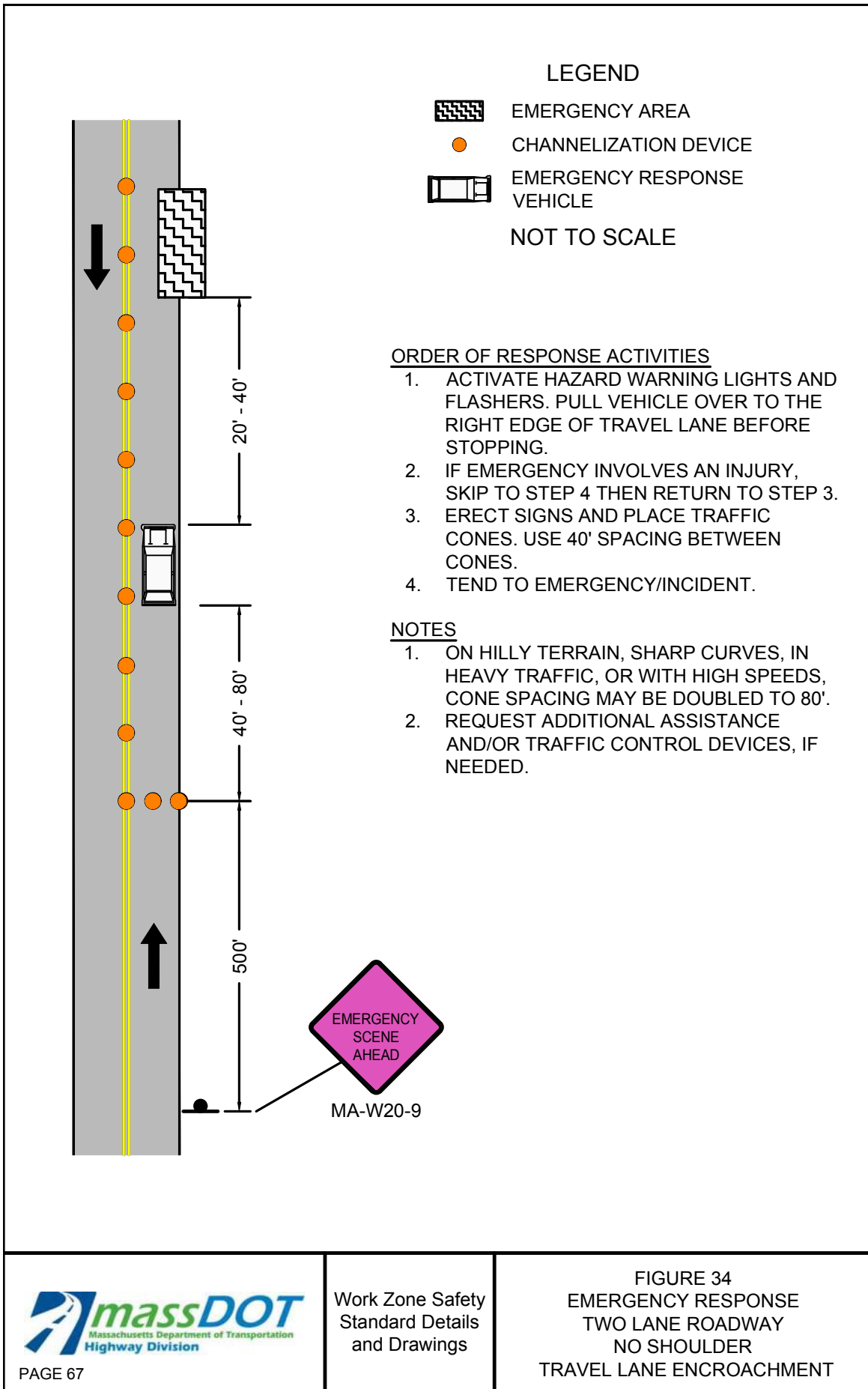
1. ACTIVATE HAZARD WARNING LIGHTS AND FLASHERS. PULL VEHICLE OVER TO THE RIGHT EDGE OF TRAVEL LANE BEFORE STOPPING.
2. IF EMERGENCY INVOLVES AN INJURY, SKIP TO STEP 4 THEN RETURN TO STEP 3.
3. ERECT SIGNS AND PLACE TRAFFIC CONES. USE 40' SPACING BETWEEN CONES.
4. TEND TO EMERGENCY/INCIDENT.

NOTES

1. ON HILLY TERRAIN, SHARP CURVES, IN HEAVY TRAFFIC, OR WITH HIGH SPEEDS, CONE SPACING MAY BE DOUBLED TO 80'.
2. REQUEST ADDITIONAL ASSISTANCE AND/OR TRAFFIC CONTROL DEVICES, IF NEEDED.



MA-W20-9





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FIGURE 35
EMERGENCY RESPONSE
TWO LANE ROADWAY
TRAVERSABLE SHOULDER
SINGLE LANE ENCROACHMENT

LEGEND



EMERGENCY AREA

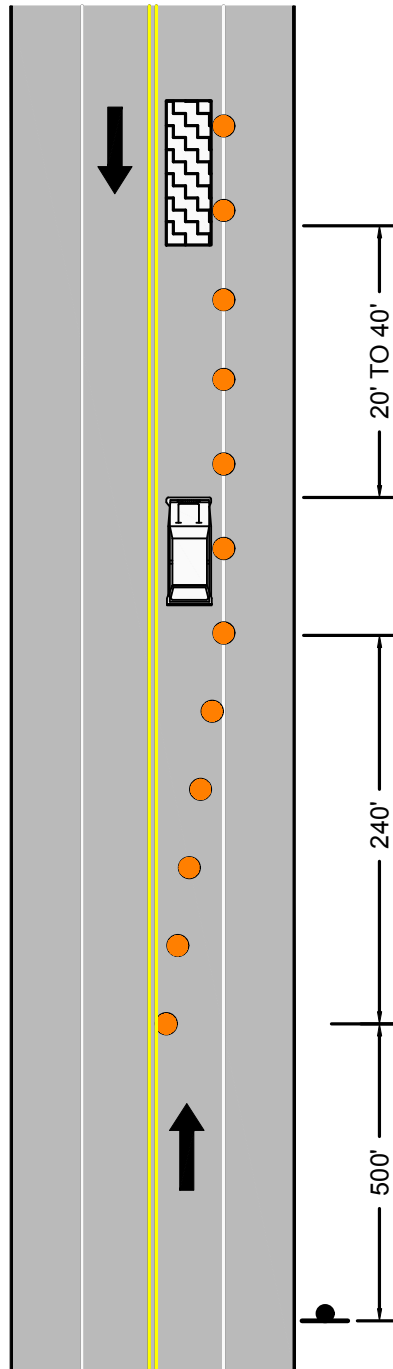


CHANNELIZATION DEVICE



EMERGENCY RESPONSE
VEHICLE

NOT TO SCALE

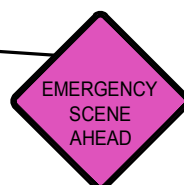


ORDER OF RESPONSE ACTIVITIES

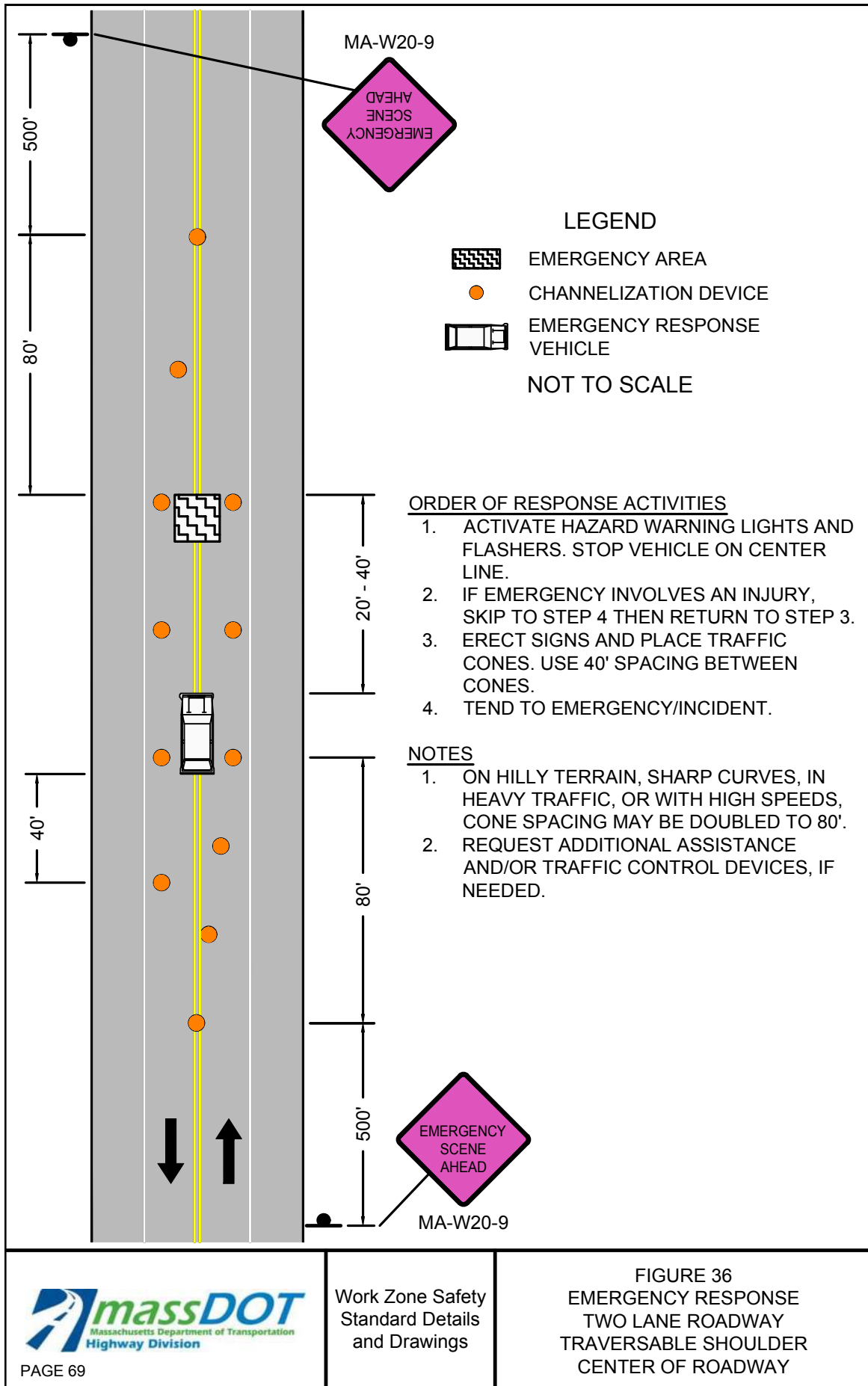
1. ACTIVATE HAZARD WARNING LIGHTS AND FLASHERS. PULL VEHICLE OVER TO THE LEFT EDGE OF TRAVEL LANE BEFORE STOPPING.
2. IF EMERGENCY INVOLVES AN INJURY, SKIP TO STEP 4 THEN RETURN TO STEP 3.
3. ERECT SIGNS AND PLACE TRAFFIC CONES. USE 40' SPACING BETWEEN CONES.
4. TEND TO EMERGENCY/INCIDENT.

NOTES

1. ON HILLY TERRAIN, SHARP CURVES, IN HEAVY TRAFFIC, OR WITH HIGH SPEEDS, CONE SPACING MAY BE DOUBLED TO 80'.
2. REQUEST ADDITIONAL ASSISTANCE AND/OR TRAFFIC CONTROL DEVICES, IF NEEDED.



MA-W20-9

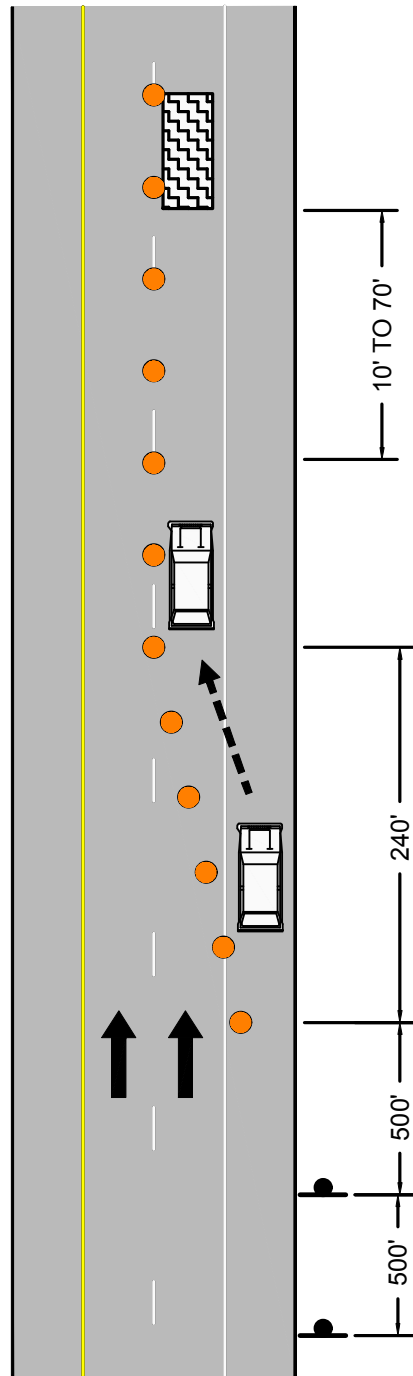




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FIGURE 37
EMERGENCY RESPONSE
MULTILANE DIVIDED ROADWAY
RIGHT LANE



LEGEND

- EMERGENCY AREA
- CHANNELIZATION DEVICE
- EMERGENCY RESPONSE VEHICLE
- RESPONSE VEHICLE MOVEMENT

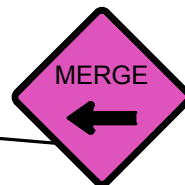
NOT TO SCALE

ORDER OF RESPONSE ACTIVITIES

1. ACTIVATE HAZARD WARNING LIGHTS AND FLASHERS. STOP VEHICLE IN BREAKDOWN LANE.
2. IF EMERGENCY INVOLVES AN INJURY, SKIP TO STEP 6 THEN RETURN TO STEP 3.
3. ERECT SIGNS AND PLACE TRAFFIC CONES. USE 40' SPACING BETWEEN CONES.
4. MOVE RESPONSE VEHICLE BEHIND EMERGENCY.
5. PLACE ADDITIONAL CONES.
6. TEND TO EMERGENCY.

NOTES

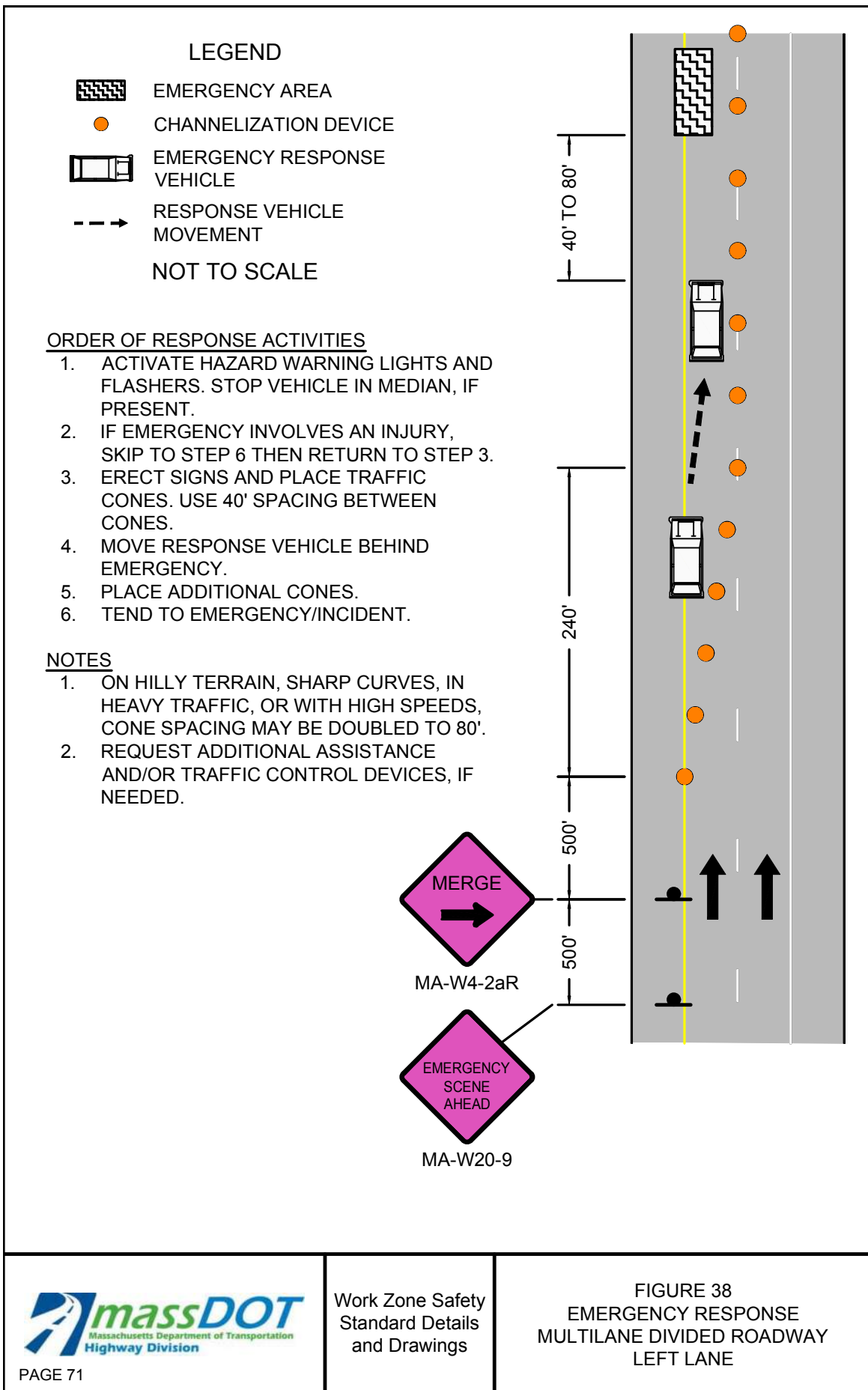
1. ON HILLY TERRAIN, SHARP CURVES, IN HEAVY TRAFFIC, OR WITH HIGH SPEEDS, CONE SPACING MAY BE DOUBLED TO 80'.
2. REQUEST ADDITIONAL ASSISTANCE AND/OR TRAFFIC CONTROL DEVICES, IF NEEDED.



MA-W4-2aL



MA-W20-9

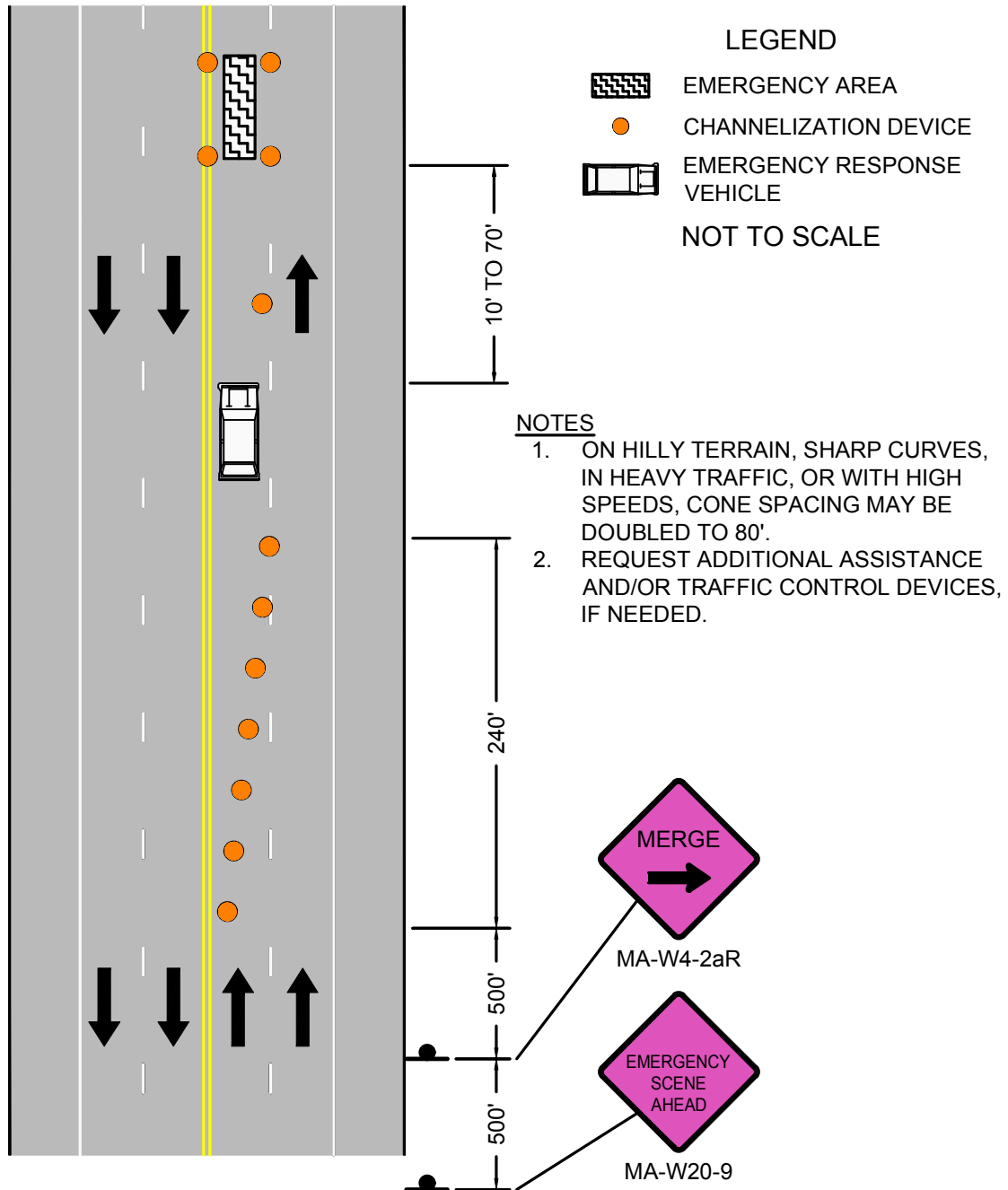


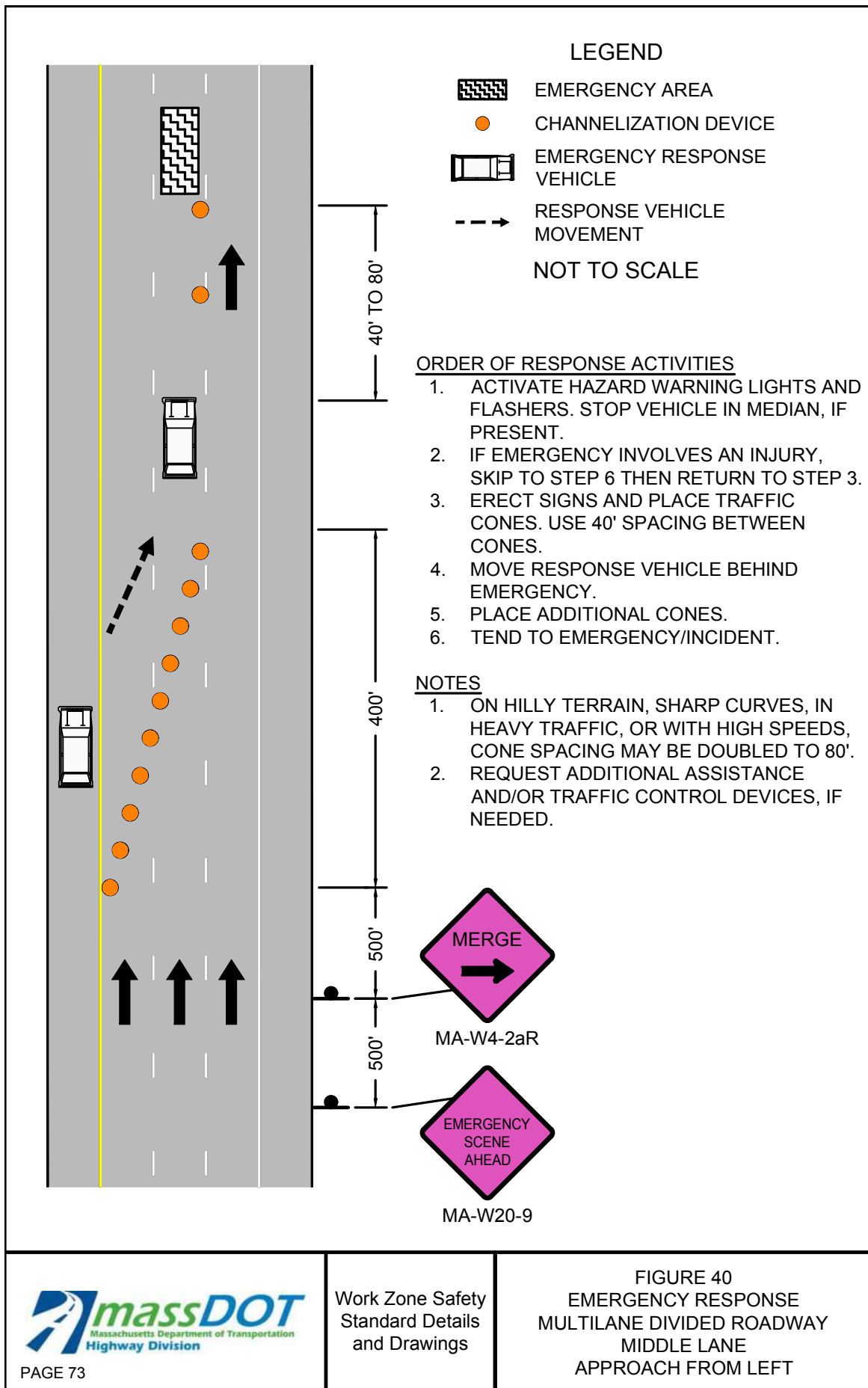


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FIGURE 39
EMERGENCY RESPONSE
MULTILANE UNDIVIDED
ROADWAY
LEFT LANE



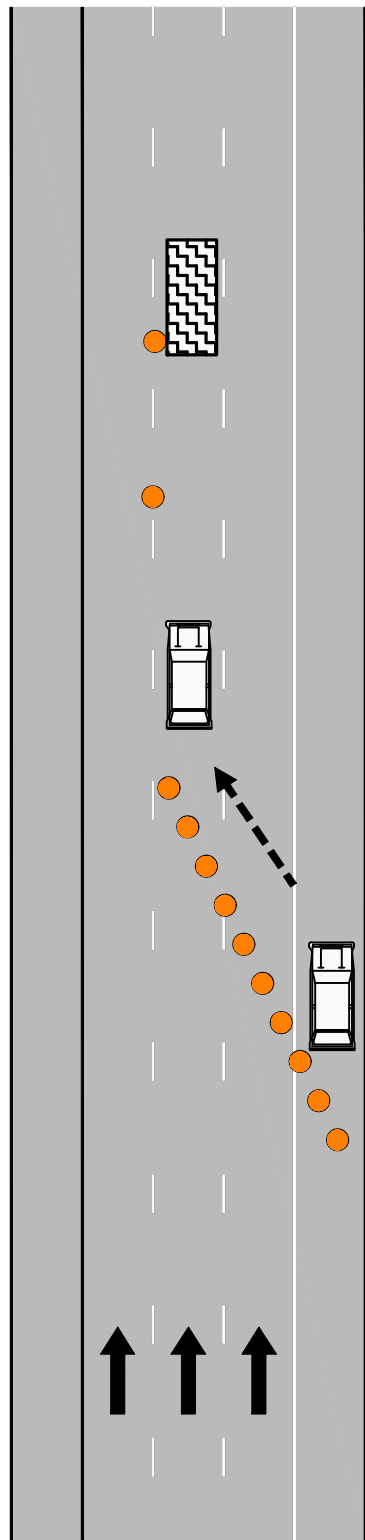








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FIGURE 41
EMERGENCY RESPONSE
MULTILANE DIVIDED ROADWAY
MIDDLE LANE
APPROACH FROM RIGHT



LEGEND

-  EMERGENCY AREA
-  CHANNELIZATION DEVICE
-  EMERGENCY RESPONSE VEHICLE
-  RESPONSE VEHICLE MOVEMENT

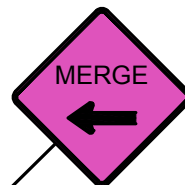
NOT TO SCALE

ORDER OF RESPONSE ACTIVITIES

1. ACTIVATE HAZARD WARNING LIGHTS AND FLASHERS. STOP VEHICLE IN BREAKDOWN LANE.
2. IF EMERGENCY INVOLVES AN INJURY, SKIP TO STEP 6 THEN RETURN TO STEP 3.
3. ERECT SIGNS AND PLACE TRAFFIC CONES. USE 40' SPACING BETWEEN CONES.
4. MOVE RESPONSE VEHICLE BEHIND EMERGENCY.
5. PLACE ADDITIONAL CONES.
6. TEND TO EMERGENCY.

NOTES

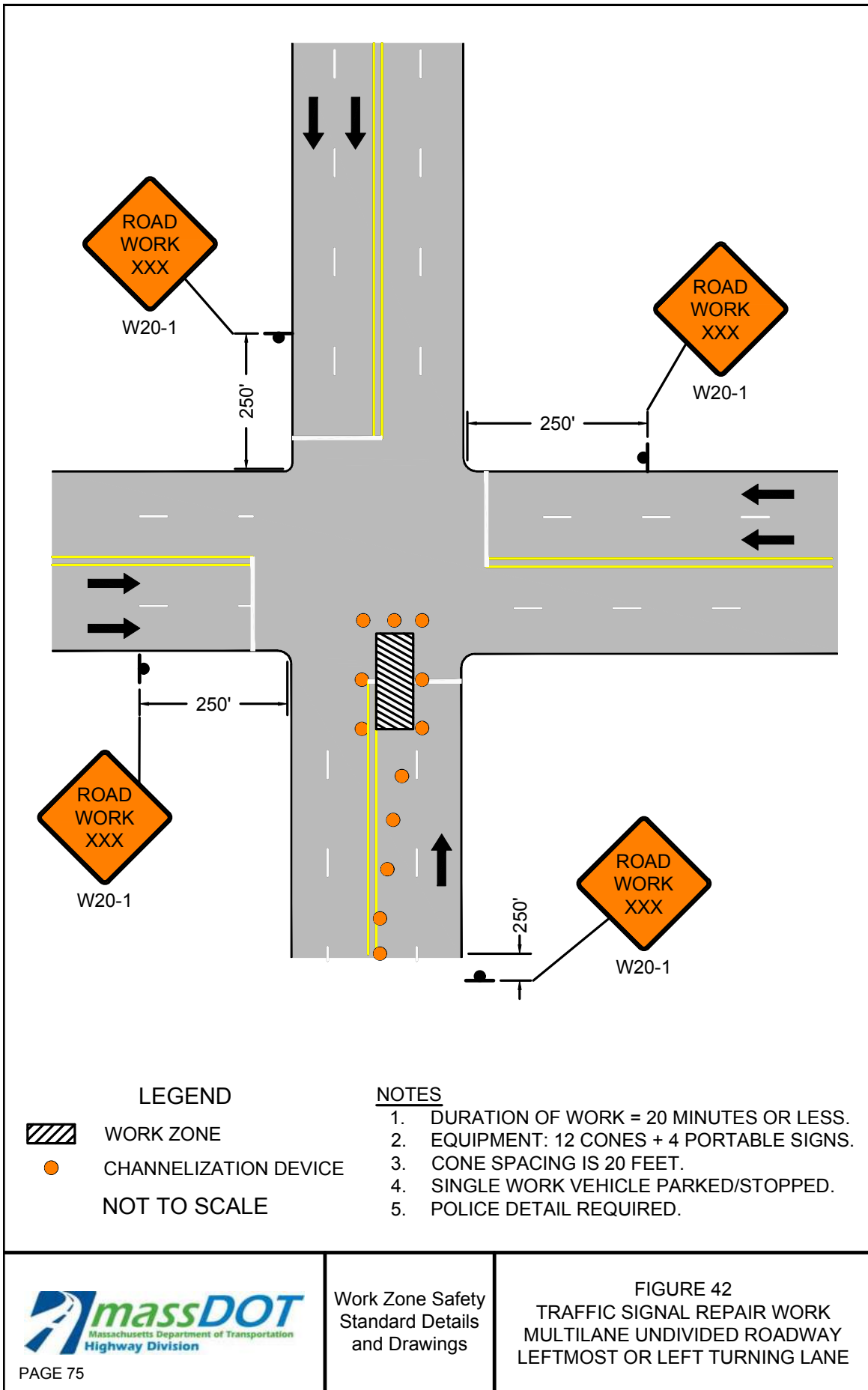
1. ON HILLY TERRAIN, SHARP CURVES, IN HEAVY TRAFFIC, OR WITH HIGH SPEEDS, CONE SPACING MAY BE DOUBLED TO 80'.
2. REQUEST ADDITIONAL ASSISTANCE AND/OR TRAFFIC CONTROL DEVICES, IF NEEDED.



MA-W4-2aL



MA-W20-9

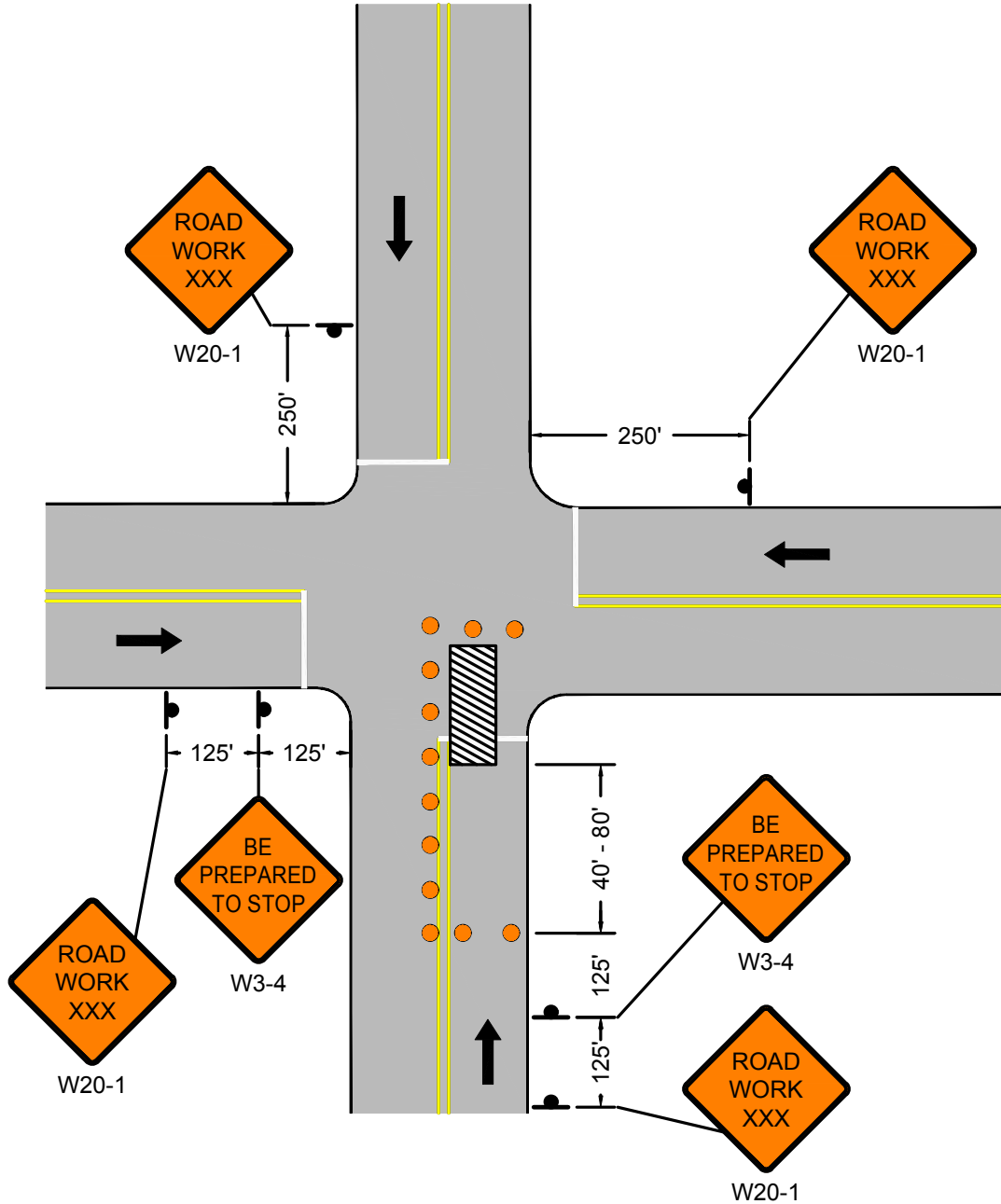




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FIGURE 43
TRAFFIC SIGNAL REPAIR WORK
TWO LANE UNDIVIDED ROADWAY
ONE LEG OF INTERSECTION



LEGEND



WORK ZONE

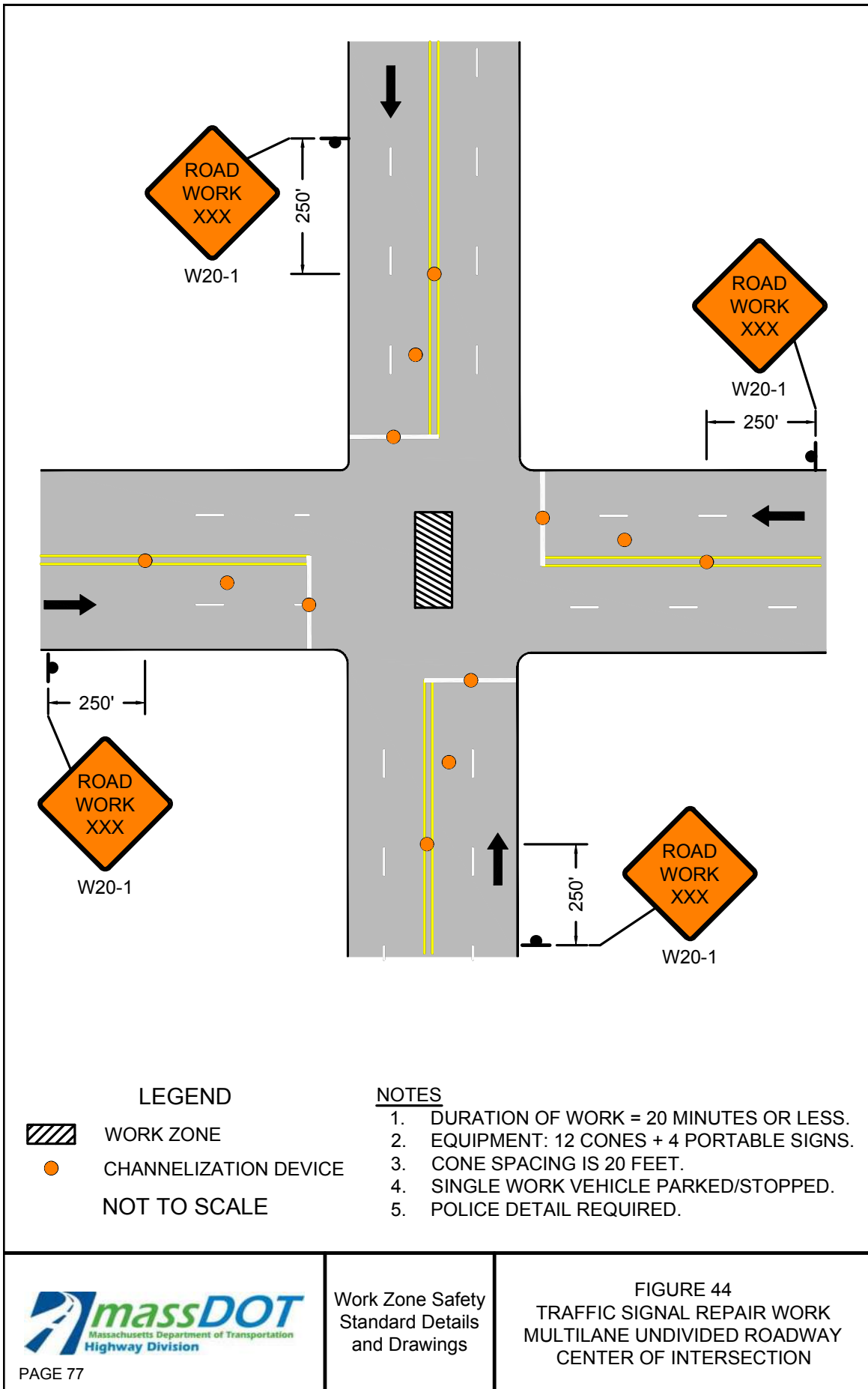


CHANNELIZATION DEVICE

NOT TO SCALE

NOTES

1. DURATION OF WORK = 20 MINUTES OR LESS.
2. EQUIPMENT: 12 CONES + 6 PORTABLE SIGNS.
3. CONE SPACING IS 20 FEET.
4. SINGLE WORK VEHICLE PARKED/STOPPED.
5. POLICE DETAIL REQUIRED.

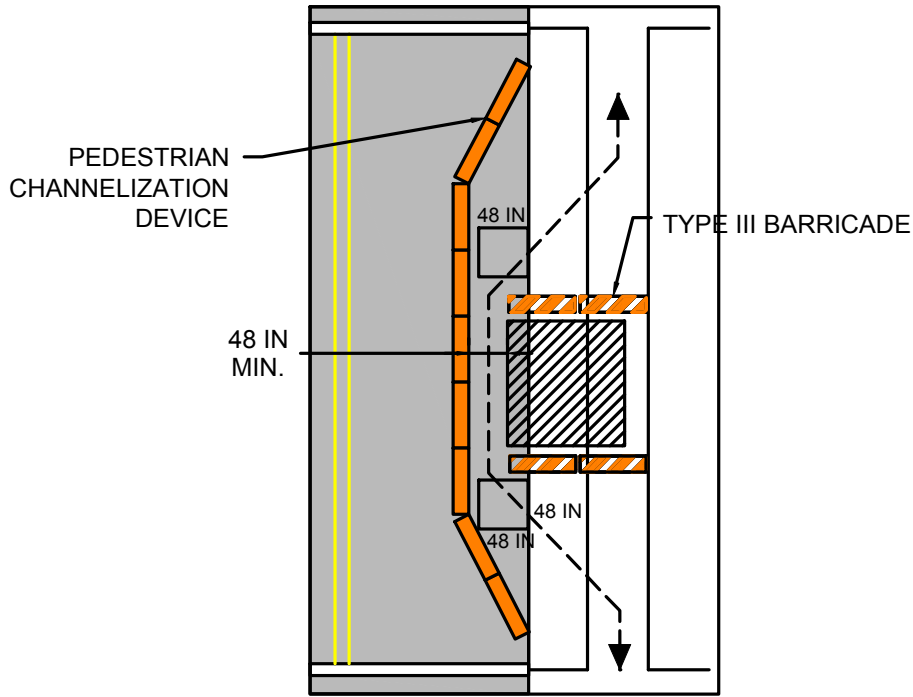




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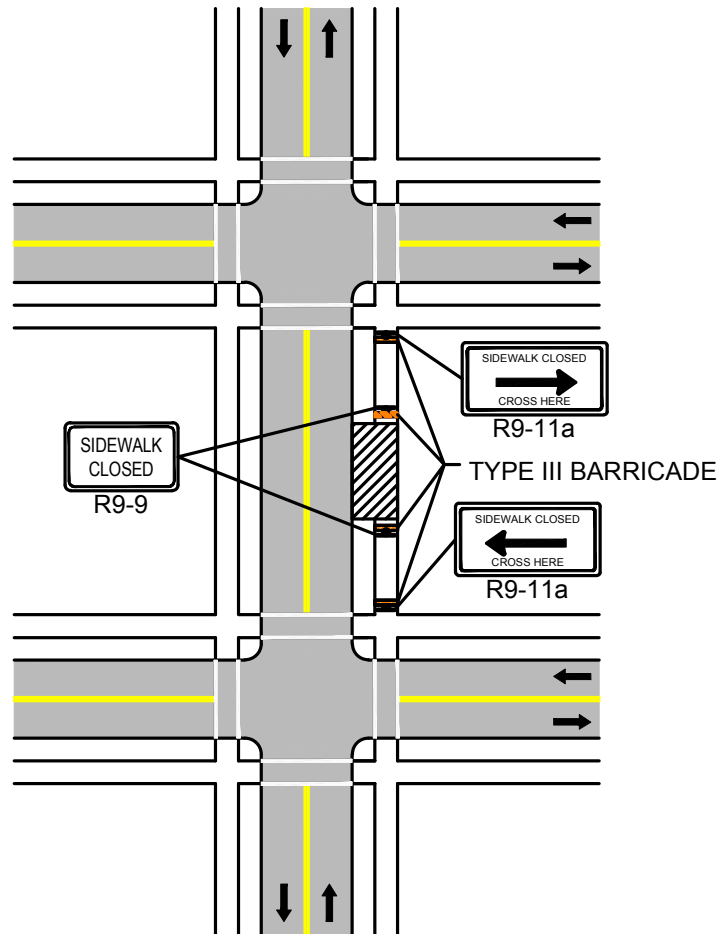
Work Zone Safety
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and Drawings

FIGURE 45
PEDESTRIAN BYPASS



NOTES:

1. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED IN A TTC ZONE, TEMPORARY FACILITIES SHALL BE PROVIDED AND THEY SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.
2. A PEDESTRIAN CHANNELIZATION DEVICE THAT IS DETECTABLE BY A PERSON WITH A VISUAL DISABILITY TRAVELING WITH THE AID OF A LONG CANE SHALL BE PLACED ALONG THE FULL LENGTH OF THE TEMPORARY PEDESTRIAN ROUTE.
3. WHEN USED, TEMPORARY RAMPS SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT.
4. THE ALTERNATE PATHWAY SHOULD HAVE A SMOOTH CONTINUOUS HARD SURFACE FOR THE ENTIRE LENGTH OF THE TEMPORARY PEDESTRIAN FACILITY.
5. THE TEMPORARY SIDEWALK SHOULD BE A MINIMUM OF 4 FEET WIDE. IF THE SIDEWALK EXCEEDS 200 FEET THEN A 5 FOOT BY 5 FOOT PASSING ZONE SHALL BE PROVIDED NEAR THE MID-POINT OF THE CLOSURE.
6. THE PROTECTIVE REQUIREMENTS OF A TTC WORK ZONE MAY HAVE AN IMPACT IN DETERMINING THE NEED FOR TEMPORARY TRAFFIC BARRIERS AND THEIR USE IN PROVIDING PEDESTRIAN DELINEATION SHOULD BE BASED ON ENGINEERING JUDGMENT.
7. ON-DEMAND PEDESTRIAN ASSISTANCE PERSONNEL TO ASSIST WITH NAVIGATION AROUND THE CLOSURE/WORK AREA MAY BE CONSIDERED AS AN OPTION IN PLACE OF PROVIDING ADA/AAB DEVICES FOR WORK FOR CLOSURES LASTING 4 HOURS OR LESS.
8. CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN; VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE. THESE DETAILS ARE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING, AS DETERMINED BY THE ENGINEER.



NOTES:

1. CLOSURE OF A SIDEWALK FACILITY SHALL CONSTITUTE THE PROVISION FOR MANAGING PEDESTRIAN TRAFFIC AND ACCOMMODATING ALL USERS. IF THE EXISTING PEDESTRIAN ACCESS ROUTE(S) CAN BE TEMPORARILY RELOCATED ALONG THE EXISTING SIDEWALK, AND SAID FACILITY PROVIDES A MINIMUM WIDTH OF 48-INCHES OF SOLID, SMOOTH UNOBSTRUCTED SURFACE, THEN NO DETOURING OF THE ROUTE SHALL BE REQUIRED. DELINEATION OF THE WORK AREA IS STILL REQUIRED.
2. IF IT IS NECESSARY TO DIVERT PEDESTRIAN TRAFFIC TO AN ALTERNATE ROUTE ACROSS THE ROADWAY FROM THE EXISTING FACILITY, THE FIGURE ABOVE SHALL BE FOLLOWED TO PROVIDE ADEQUATE DIRECTION TO PEDESTRIANS. ALTERNATE ROUTE SHALL PROVIDE THE SAME LEVEL OF ACCOMMODATION AS THE FACILITY THAT IS BEING DETOURED AND RETAIN ADA COMPLIANCE IN ITS ENTIRETY.
3. FOR EMERGENCY OR SHORT-DURATION SIDEWALK CLOSURES OF 4-HOURS OR LESS, IT IS OPTIONAL TO HAVE ON-DEMAND PEDESTRIAN ASSISTANCE PERSONNEL AVAILABLE AT ALL TIMES DURING THE CLOSURE TO ASSIST THOSE MOBILITY CHALLENGED PERSONS WHO REQUIRE ADDITIONAL ASSISTANCE TO SAFELY NAVIGATE AROUND THE WORK AREA IN LIEU OF A FULL DETOUR.



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STATIONARY OPERATIONS
BIKE LANE CLOSURE

POSTED SPEED LIMIT (MPH)	SPACING FOR BIKE ADVANCE WARNING SIGNS (FT) (A,B))	CHANNELIZATION DEVICES (DRUMS OR CONES)			
		TRANSITION LENGTH (L/3)	BUFFER ZONE LENGTH (FT)	DEVICE SPACING (FT)	MIN # OF DEVICES*
25-40	150 / 150	100	305	20	45
45-55	150 / 150	220	495	40	35
60-65	150 / 150	260	645	40	40

* NUMBER OF DEVICES BASED ON 400 FT WORK ZONE.

NOTES

1. DETAIL SHALL BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS. SIGNING SHOWN ONLY FOR BIKE TRAFFIC. FOLLOW ALL OTHER RELEVANT DETAILS FOR TTC DEVICES FOR VEHICULAR TRAFFIC.
2. ** SIGN SHALL BE USED ONLY IF THERE IS A MARKED BIKE LANE.
3. *** SIGN SHALL BE USED ONLY IF THERE IS NO MARKED BIKE LANE.

LEGEND



WORK ZONE



CHANNELIZATION DEVICE



FLASHING ARROW BOARD



PORTABLE CHANGEABLE MESSAGE SIGN



TRUCK MOUNTED ATTENUATOR



RADAR SPEED FEEDBACK BOARD



POLICE DETAIL OR UNIFORMED FLAGGER

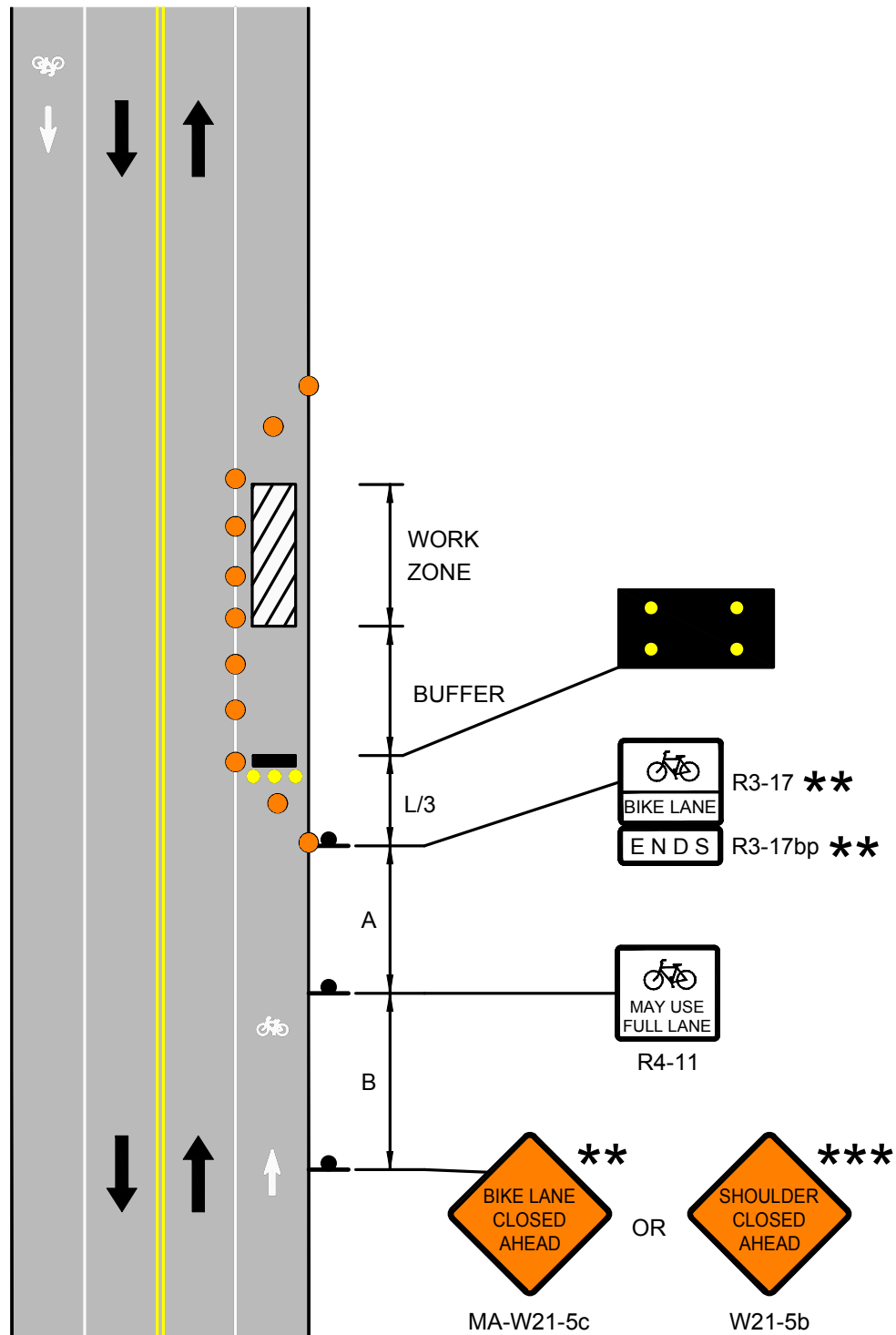


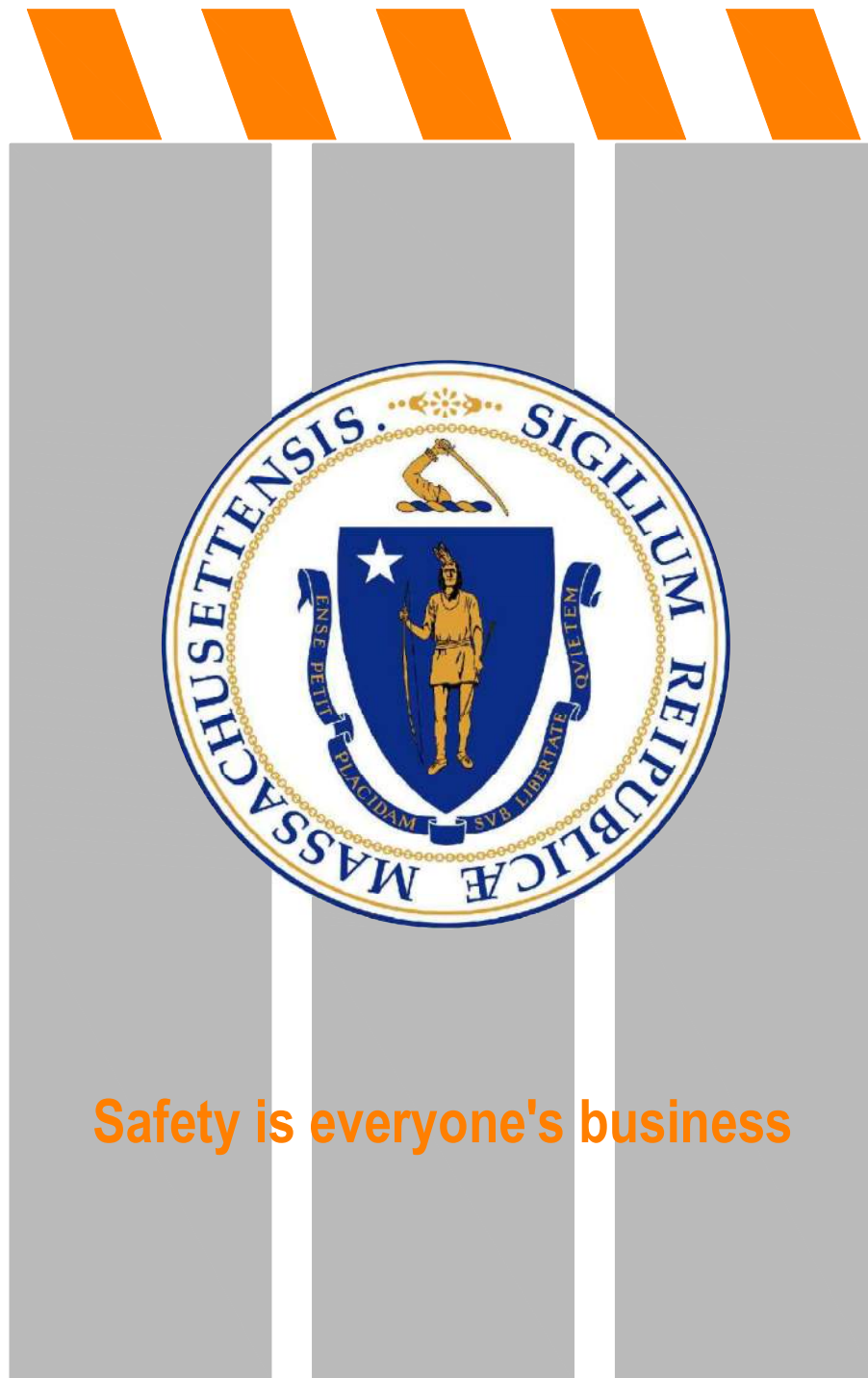
TEMPORARY PORTABLE RUMBLE STRIP



TYPE III BARRICADE

NOT TO SCALE

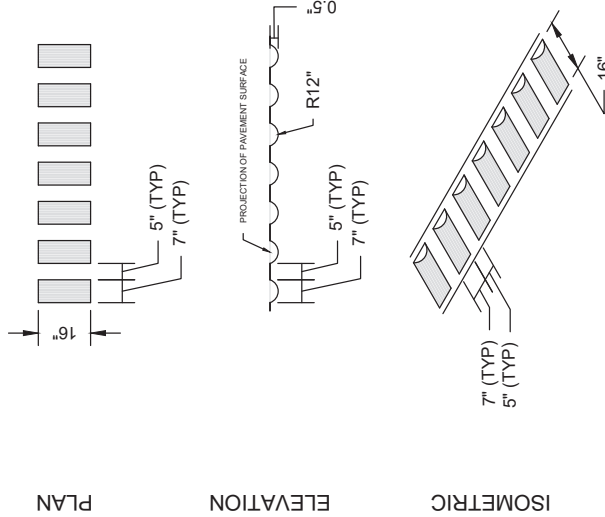




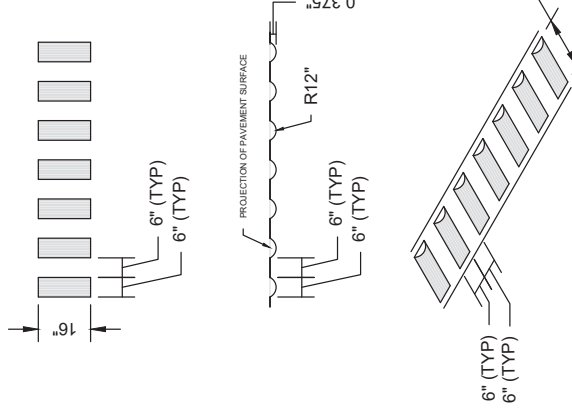
Rev. June, 2017

RUMBLE STRIP DETAILS

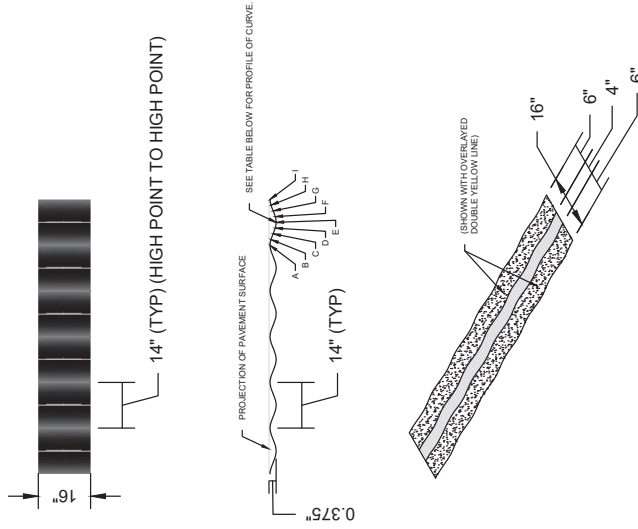
TYPE A
CYLINDER RUMBLE STRIP
(BICYCLE TRAVEL PROHIBITED)



TYPE B
CYLINDER RUMBLE STRIP
(BICYCLE TRAVEL PERMITTED)



TYPE C
CONTINUOUS SINUSOIDAL
RUMBLE STRIP



NOTES:

1. NOT TO SCALE. SOME LINE WORK EXAGGERATED FOR CLARITY.
2. SEE PLANS FOR LOCATION(S) AND START AND END STATIONS FOR ALL RUMBLE STRIP INSTALLATIONS.
3. HIGH POINT OF SINUSOIDAL RUMBLE STRIP LOCATED $\frac{1}{16}$ " BELOW PAVEMENT SURFACE.

DESIGN OF CURVE PROFILE FOR SINUSOIDAL RUMBLE STRIP

POINT	A	B	C	D	E	F	G	H	I
DEPTH FROM PAVEMENT SURFACE (IN.)	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{7}{32}$	$\frac{11}{32}$	$\frac{3}{8}$	$\frac{11}{32}$	$\frac{7}{32}$	$\frac{1}{8}$	$\frac{1}{16}$
DISTANCE FROM HIGH POINT "A" (IN.)	0	1.75	3.5	5.25	7	8.75	10.5	12.25	14

DOCUMENT A00820

**Massachusetts Department of Transportation
Conditions of Custody****REQUEST FOR RELEASE OF MASSDOT AUTOCAD FILES FORM**

(Only to be used following award of contract)

City/Town: RANDOLPHProject File Number: 612188Contract Number: 120085Project Description: Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units)
Route 24 (NB & SB) over Canton Street

All AutoCAD files are provided solely as a courtesy to facilitate public access to information. MassDOT attempts to provide current and accurate information but cannot guarantee so. MassDOT provides such documents, files or other data "as is" without any warranty of any kind, either expressed or implied, including but not limited to, accuracy, reliability, omissions, completeness and currentness. The Commonwealth of Massachusetts and its Consultants shall not be liable for any claim for damages, including lost profits or other consequential, exemplary, incidental, indirect or special damages, relating in any way to the documents, files or other data accessible from this file, including, but not limited to, claims arising out of or related to electronic access or transmission of data or viruses. Because data stored on electronic media can deteriorate undetected or be modified without our knowledge, MassDOT cannot be held liable for its completeness or correctness. MassDOT makes no representation as to the compatibility of these files beyond the version of the stated CAD software.

By signing this form, I agree that it shall be my responsibility to reconcile this electronic data with the conformed contract documents, and that only the conformed contract documents shall be regarded as legal documents for this Project. I understand that this authorization does not give me the right to distribute the files. I agree to the terms above and wish to receive the AutoCAD files.

This signed form shall be emailed to the Highway Design Engineer at the MassDOT -Highway Division at the following email address:

DOTHighwayDesign@dot.state.ma.us

Attn: AutoCAD Files

Name of person requesting AutoCAD files: _____

Affiliation/Company: _____

Address: _____

Telephone number: _____

Email address: _____

Signature/Date: _____

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DOCUMENT A00870

**UNITED STATES DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE

CONCURRENCE VERIFICATION LETTER**

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104



In Reply Refer To:

July 14, 2022

Project code: 2022-0026738

Project Name: 612188 RANDOLPH- SUPERSTRUCTURE REPLACEMENT, R-01-004,
ROUTE 24 (NB & SB) OVER CANTON STREET

Subject: Concurrence verification letter for the '612188 RANDOLPH- SUPERSTRUCTURE REPLACEMENT, R-01-004, ROUTE 24 (NB & SB) OVER CANTON STREET' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated July 14, 2022 to verify that the **612188 RANDOLPH- SUPERSTRUCTURE REPLACEMENT, R-01-004, ROUTE 24 (NB & SB) OVER CANTON STREET** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may

identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

612188 RANDOLPH- SUPERSTRUCTURE REPLACEMENT, R-01-004, ROUTE 24 (NB & SB) OVER CANTON STREET

Description

612188 - RANDOLPH- SUPERSTRUCTURE REPLACEMENT, R-01-004, ROUTE 24 (NB & SB) OVER CANTON STREET

The project work includes the replacement of the concrete deck for Br. No. R-01-004 and the cleaning and painting of the steel superstructure.

Monarch Butterfly: Candidate Species only, no conservation measures at this time.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

No

10. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

11. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

12. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

13. Does the project include slash pile burning?

No

14. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

Yes

15. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

16. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- 20220617_BridgeAssessment_DRAFT_PH_RT.pdf <https://ipac.ecosphere.fws.gov/project/CIDUILYTGVCRRFTDASJ7SGTTBM/projectDocuments/114337996>

17. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

18. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

19. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

20. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

21. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

22. Will the project install new or replace existing **permanent** lighting?

No

23. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

24. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

25. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

26. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

27. Will the project raise the road profile **above the tree canopy**?

No

28. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.

29. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

30. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

31. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

32. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

3. Please describe the proposed bridge work:

-Creation of temporary median crossovers on Route 24, incl. temporary drainage (anticipated summer/fall 2023)

-Relocation of overhead utility wires to underneath Canton St (anticipated 2023)

-Closure of one barrel of Route 24 for one weekend with traffic diverted to other barrel.

During this time the closed bridge will be demolished, abutments repaired and new abutment caps installed, superstructure replaced, followed by new bridge deck and wearing surface. This procedure will then be mirrored on the adjacent barrel in a different weekend (both weekends anticipated for April/May 2024).

-Removal of temporary pavement and temporary drainage – median restoration (anticipated spring/summer 2024).

-Sidewalk reconstruction and repaving on Canton St under Route 24 (anticipated spring/summer 2024).

4. Please state the timing of all proposed bridge work:

Fall 2023-Spring 2024

5. Please enter the date of the bridge assessment:

June 1, 2022

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 22, 2022. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPaC User Contact Information

Agency: Massachusetts Department of Transportation
Name: Hana Isihara
Address: 10 Park Plaza
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State: MA
Zip: 02116
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Phone: 6178964454

Lead Agency Contact Information

Lead Agency: Federal Highway Administration

JUNE 1, 2022

www.bscgroup.com

ACOUSTIC BAT SURVEY – BRIDGE INSPECTION REPORT

MassDOT Project Number – 612188 – Randolph, MA

A visual bridge inspection was conducted for the overpass of Route 24 over Canton Street in Randolph, MA. Surveyors were able to assess the bridge for any visual bat activity by means of access on either the East or West sides beneath the overpass along Canton Street. Surveyors were unable to gain access to the top of the overpass to inspect the deck due to active traffic along Route 24. No accessible shoulder was present on either the Northbound or Southbound sides and a fence along Canton Street prevented pedestrians from accessing the bridge deck along the highway.

Surveyors discovered noticeable decay of the bridge's concrete sidewalls up towards the top corners of the overpass, possibly due to a storm water drain discharging directly below. These small areas are not ideal for bats to use as a roosting site due to storm water runoff. The underside of the bridge, surrounding the steel support beams, was very open and susceptible to wind. The steep and tall sidewalls beneath the bridge didn't allow for easy access to be able to fully inspect the spaces between the concrete end walls and the bridge deck or in the top corners of the bridge. No bats were observed in the spaces between the walls, cracks in concrete, or expansion joints. No bats (dead or alive), guano, staining, bat sounds, or distinct odors were observed for this bridge. This bridge does not appear to provide a cave-like environment. For the reasons stated above, it is assumed that this bridge is not suitable for bats to use.

APPENDIX D: Bridge/Structure Bat Assessment Form

Bridge/Structure Bat Assessment Form Instructions

- This form will be completed to document bat occupancy or bat use of bridges, culverts, and other structures. This form shall be submitted to the appropriate personnel within the DOT and USFWS for recordkeeping (or uploaded into the Information, Planning, and Consultation (IPaC) Determination Key for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat) prior to conducting: any activities below the deck surface either from the underside or from above the deck surface that bore down to the underside; any activities that could impact expansion joints; any activities involving deck removal on bridges; or any activities involving structure demolition for bridges, culverts, and/or other structures.
- Assessments must be completed within two (2) years of conducting any work (see the above bullet), regardless of whether assessments have been conducted in the past. Assessments must be completed in appropriate weather conditions, suitable for the assessor to observe common signs of bat use.
- Evidence of bat use may include visual observation (live and/or dead), presence of guano, presence of staining, audible observation, and/or odor observation. Presence of one or more indicators is sufficient evidence that bats may be using the bridge, culvert, and/or other structure.
- If bat use of a bridge, culvert, and/or other structure is noted, additional studies may be undertaken during bat active season to identify the specific bat species utilizing the structure, or protected bat species presence can be assumed, in order to comply with threatened and endangered species regulations. Bat active season dates, typically between April and November, vary regionally and by species, so assessors should consult with their local USFWS Field Office for more specific active season dates.
- For use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat – If the bridge/structure is 1,000 feet or more from suitable bat habitat¹ (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check the appropriate box and fill out the table below. **No further assessment is required.**

Date & Time of Assessment	DOT Project #	Route/Facility Carried	County
Federal Structure ID	Structure Coordinates (latitude and longitude)	<input type="checkbox"/> This bridge/structure is 1,000 feet or more from suitable bat habitat ² Name: _____ Signature: _____	

- Any questions pertaining to assessments or this form should be directed to the local USFWS Field Office.

¹ Refer to the USFWS's summer survey guidance for the definition of suitable habitat (<http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>).

² This condition is only for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat








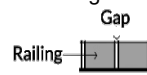


Date & Time of Assessment		DOT Project Number		Route/Facility Carried		County	
Federal Structure ID		Structure Coordinates (latitude and longitude)		Structure Height (approximate)		Structure Length	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material	Beam Material	End/Back Wall Material	
<input type="checkbox"/> Cast-in-place 		<input type="checkbox"/> Pre-stressed Girder 		<input type="checkbox"/> Metal	<input type="checkbox"/> None	<input type="checkbox"/> Concrete	
<input type="checkbox"/> Flat Slab/Box 		<input type="checkbox"/> Steel I-beam 		<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete	<input type="checkbox"/> Timber	
<input type="checkbox"/> Truss 		<input type="checkbox"/> Covered 		<input type="checkbox"/> Timber	<input type="checkbox"/> Steel	<input type="checkbox"/> Stone/Masonry	
<input type="checkbox"/> Parallel Box Beam 		<input type="checkbox"/> Other:		<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber	<input type="checkbox"/> Other:	
Culvert Type				Culvert Material		Creosote Evidence	
<input type="checkbox"/> Box				<input type="checkbox"/> Metal		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Pipe/Round				<input type="checkbox"/> Concrete		<input type="checkbox"/> Unknown	
<input type="checkbox"/> Other:				<input type="checkbox"/> Plastic		Notes:	
<input type="checkbox"/> Other Structure				<input type="checkbox"/> Stone/Masonry			
<input type="checkbox"/> Other:				<input type="checkbox"/> Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
<input type="checkbox"/> Bare ground		<input type="checkbox"/> Open vegetation		<input type="checkbox"/> Agricultural		<input type="checkbox"/> Grassland	
<input type="checkbox"/> Rip-rap		<input type="checkbox"/> Closed vegetation		<input type="checkbox"/> Commercial		<input type="checkbox"/> Ranching	
<input type="checkbox"/> Flowing water		<input type="checkbox"/> Railroad		<input type="checkbox"/> Residential-urban		<input type="checkbox"/> Riparian/wetland	
<input type="checkbox"/> Standing water		<input type="checkbox"/> Road/trail - Type:		<input type="checkbox"/> Residential-rural		<input type="checkbox"/> Mixed use	
<input type="checkbox"/> Seasonal water		<input type="checkbox"/> Other:		<input type="checkbox"/> Woodland/forested		<input type="checkbox"/> Other:	
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
<input type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Spaces between walls, ceiling joists		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> All guiderails		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
<input type="checkbox"/> All expansion joints		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
				<input type="checkbox"/> Guano		<input type="checkbox"/> Odor	
				<input type="checkbox"/> Staining		<input type="checkbox"/> Photos	
Name:				Signature:  			



Photo 1: View of the overpass bridge for Route 24 over Canton Street in Randolph. *Facing West.*



Photo 2: View of concrete decay due to drainpipe storm water discharge, underneath expansion joint. Evidence of bat presence was not found in expansion joints, cracks in concrete, or spaces between concrete walls. *Facing Northwest.*



DOCUMENT B00420

PROPOSAL

RANDOLPH

For: **Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units)
Route 24 (NB & SB) over Canton Street**

COMMONWEALTH OF MASSACHUSETTS

LOCATION

The work referred to herein is in the Town of RANDOLPH in Norfolk County, in the Commonwealth of Massachusetts, and is shown by the locus map (Document 00331) in the Proposal Pamphlet, the work locations extend as follows:

Route 24 (NB)**Beginning – Station 67+48.00 +/-****Ending – Station 127+72.00 +/-**Route 24 (SB)**Beginning – Station 71+32.22 +/-****Ending – Station 140+00.00 +/-**BR# R-01-004**Beginning – Station 7+88.68****Ending – Station 11+30.97**

The contract prices shall include the furnishing of all materials (except as otherwise herein specified), the performing of all the labor requisite or proper, the providing of all necessary machinery, tools, apparatus and other means of construction, the doing of all the abovementioned work in the manner set forth, described and shown in the specifications and on the drawings for the work, and in the form of contract, and the completion thereof within **680 CALENDAR DAYS** upon receipt of a Notice to Proceed, except that if the completion date falls between December 1 and March 15 then the same number of days beyond December 1st will be extended after March 15th.

The Work of this project is described by the following Items and quantities.

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Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
100.	1	SCHEDULE OF OPERATIONS - FIXED PRICE \$80000 AT Eighty Thousand Dollars LUMP SUM	\$80,000.00	\$80,000.00
107.855	260	PRESSURE INJECTION OF CRACKS AT _____ PER FOOT		
114.1	1	DEMOLITION OF SUPERSTRUCTURE OF BRIDGE NO. R-01-004 AT _____ LUMP SUM		
119.5	1	CONTRUCTION NOISE CONTROL AT _____ LUMP SUM		
120.	5,428	EARTH EXCAVATION AT _____ PER CUBIC YARD		
127.	51	CONCRETE EXCAVATION AT _____ PER CUBIC YARD		
127.1	265	REINFORCED CONCRETE EXCAVATION AT _____ PER CUBIC YARD		
127.41	4	REINFORCED CONCRETE DECK EXCAVATION (PARTIAL DEPTH) AT _____ PER CUBIC YARD		
140.	320	BRIDGE EXCAVATION AT _____ PER CUBIC YARD		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
141.1	25	TEST PIT FOR EXPLORATION AT _____ PER CUBIC YARD		
146.	5	DRAINAGE STRUCTURE REMOVED AT _____ EACH		
151.	5,560	GRAVEL BORROW AT _____ PER CUBIC YARD		
151.2	9	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES AT _____ PER CUBIC YARD		
153.1	37	CONTROLLED DENSITY FILL - NON-EXCAVATABLE AT _____ PER CUBIC YARD		
170.	16,200	FINE GRADING AND COMPACTING - SUBGRADE AREA AT _____ PER SQUARE YARD		
180.01	1	ENVIRONMENTAL HEALTH AND SAFETY PROGRAM AT _____ LUMP SUM		
180.02	40	PERSONAL PROTECTION LEVEL C UPGRADE AT _____ PER HOUR		
180.03	40	LICENSED SITE PROFESSIONAL SERVICES AT _____ PER HOUR		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
181.11	1,520	DISPOSAL OF UNREGULATED SOIL AT _____ PER TON		
181.12	285	DISPOSAL OF REGULATED SOIL - IN-STATE FACILITY AT _____ PER TON		
181.13	76	DISPOSAL OF REGULATED SOIL - OUT-OF-STATE FACILITY AT _____ PER TON		
181.14	19	DISPOSAL OF HAZARDOUS WASTE AT _____ PER TON		
182.1	1	INSPECTION AND TESTING FOR ASBESTOS AT _____ LUMP SUM		
182.2	150	REMOVAL OF ASBESTOS AT _____ PER FOOT		
201.	1	CATCH BASIN AT _____ EACH		
202.	1	MANHOLE AT _____ EACH		
209.1	3	DROP INLET, TYPE DF AT _____ EACH		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
220.	80	DRAINAGE STRUCTURE ADJUSTED AT _____ EACH		
220.5	32	DRAINAGE STRUCTURE REMODELED AT _____ EACH		
221.1	8	FRAME AND COVER - SECURED AT _____ EACH		
222.1	4	FRAME AND GRATE - MASSDOT CASCADE TYPE AT _____ EACH		
222.2	1	FRAME AND GRATE - MASSDOT DROP INLET AT _____ EACH		
223.1	12	FRAME AND GRATE (OR COVER) REMOVED AND STACKED AT _____ EACH		
223.2	6	FRAME AND GRATE (OR COVER) REMOVED AND DISCARDED AT _____ EACH		
227.3	112	REMOVAL OF DRAINAGE STRUCTURE SEDIMENT AT _____ PER CUBIC YARD		
227.31	275	REMOVAL OF DRAINAGE PIPE SEDIMENT AT _____ PER FOOT		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
227.4	2	MASONRY PLUG AT _____ PER SQUARE FOOT		
241.12	100	12 INCH REINFORCED CONCRETE PIPE AT _____ PER FOOT		
402.	2,070	DENSE GRADED CRUSHED STONE FOR SUB-BASE AT _____ PER CUBIC YARD		
415.2	72,750	PAVEMENT FINE MILLING AT _____ PER SQUARE YARD		
440.	27,900	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL AT _____ PER POUND		
440.01	1	CONSTRUCTION DUST CONTROL AT _____ LUMP SUM		
443.	80	WATER FOR ROADWAY DUST CONTROL AT _____ PER 1000 GALLONS		
450.231	110	SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC - 12.5 - P) AT _____ PER TON		
450.24	2,610	SUPERPAVE SURFACE COURSE – 19.0 (SSC – 19.0) AT _____ PER TON		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
450.42	4,690	SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5) AT _____ PER TON		
450.60	71	SUPERPAVE BRIDGE SURFACE COURSE - 9.5 (SSC-B - 9.5) AT _____ PER TON		
450.70	71	SUPERPAVE BRIDGE PROTECTIVE COURSE - 9.5 (SPC-B - 9.5) AT _____ PER TON		
450.80	6,010	ASPHALT RUBBER GAP GRADED - 12.5 (ARGG - 12.5) AT _____ PER TON		
452.	14,616	ASPHALT EMULSION FOR TACK COAT AT _____ PER GALLON		
453.	34,000	HMA JOINT SEALANT AT _____ PER FOOT		
477.	25,790	MILLED RUMBLE STRIP (TYPE A) AT _____ PER FOOT		
504.	620	GRANITE CURB TYPE VA4 - STRAIGHT AT _____ PER FOOT		
514.	4	GRANITE CURB INLET - STRAIGHT AT _____ EACH		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
597.	620	EDGING REMOVED AND DISCARDED AT _____ PER FOOT		
620.13	11,400	GUARDRAIL, TL-3 (SINGLE FACED) AT _____ PER FOOT		
621.13	2,860	GUARDRAIL, TL-3 (DOUBLE FACED) AT _____ PER FOOT		
627.1	7	TRAILING ANCHORAGE AT _____ EACH		
627.83	2	GUARDRAIL TANGENT END TREATMENT, TL-3 AT _____ EACH		
628.21	4	TRANSITION TO NCHRP 350 GUARDRAIL AT _____ EACH		
628.24	8	TRANSITION TO BRIDGE RAIL AT _____ EACH		
628.305	3	TEMPORARY IMPACT ATTENUATOR, NON-REDIRECTIVE, TL-3 AT _____ EACH		
628.315	2	TEMPORARY IMPACT ATTENUATOR, REDIRECTIVE, TL-3 AT _____ EACH		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
628.4	3	TEMPORARY IMPACT ATTENUATOR, REMOVED AND RESET AT _____ EACH		
630.2	15,620	HIGHWAY GUARD REMOVED AND DISCARDED AT _____ PER FOOT		
644.172	620	72 INCH CHAIN LINK FENCE (SPRING TENSION WIRE) VINYL COATED (LINE POST OPTION) AT _____ PER FOOT		
697.1	79	SILT SACK AT _____ EACH		
701.	480	CEMENT CONCRETE SIDEWALK AT _____ PER SQUARE YARD		
740.	23	ENGINEERS FIELD OFFICE AND EQUIPMENT (TYPE A) AT _____ PER MONTH		
748.	1	MOBILIZATION AT _____ LUMP SUM		
751.	3,230	LOAM BORROW AT _____ PER CUBIC YARD		
765.	23,240	SEEDING AT _____ PER SQUARE YARD		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
765.21	10	ANNUAL COVER CROP FOR NATIVE SEEDING AT _____ PER POUND		
767.121	3,720	SEDIMENT CONTROL BARRIER AT _____ PER FOOT		
767.31	23,240	STRAW MULCH AT _____ PER SQUARE YARD		
769.	14,500	PAVEMENT MILLING MULCH UNDER GUARD RAIL AT _____ PER FOOT		
826.54	1	REMOVE & DISCARD MUNICIPAL FIRE ALARM WIRE AT _____ LUMP SUM		
833.7	2	DELINEATION FOR GUARD RAIL TERMINI AT _____ EACH		
851.1	70	TRAFFIC CONES FOR TRAFFIC MANAGEMENT AT _____ PER DAY		
852.	2,500	SAFETY SIGNING FOR TRAFFIC MANAGEMENT AT _____ PER SQUARE FOOT		
853.1	9	PORTABLE BREAKAWAY BARRICADE TYPE III AT _____ EACH		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
853.21	14,200	TEMPORARY BARRIER REMOVED AND RESET AT _____ PER FOOT		
853.23	4,900	TEMPORARY BARRIER (TL-3) AT _____ PER FOOT		
853.32	1	TEMPORARY MOVEABLE BARRIER AT _____ LUMP SUM		
853.33	9,600	TEMPORARY BARRIER - LIMITED DEFLECTION (TL-3) AT _____ PER FOOT		
853.403	27	TRUCK MOUNTED ATTENUATOR AT _____ PER DAY		
853.8	20	TEMPORARY ILLUMINATION FOR WORK ZONE AT _____ PER DAY		
854.	240	TEMPORARY RAISED PAVEMENT MARKER AT _____ EACH		
854.016	45,200	TEMPORARY PAVING MARKINGS - 6 INCH (PAINTED) AT _____ PER FOOT		
854.036	9,600	TEMPORARY PAVING MARKINGS - 6 INCH (TAPE) AT _____ PER FOOT		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
854.1	14,500	PAVEMENT MARKING REMOVAL AT _____ PER SQUARE FOOT		
854.6	40	TEMPORARY PORTABLE RUMBLE STRIP AT _____ PER DAY		
856.	60	ARROW BOARD AT _____ PER DAY		
856.12	1,260	PORTABLE CHANGEABLE MESSAGE SIGN AT _____ PER DAY		
856.3	1	REAL TIME TRAFFIC MANAGEMENT SYSTEM AT _____ LUMP SUM		
859.	22,000	REFLECTORIZED DRUM AT _____ PER DAY		
859.1	1,000	REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS AT _____ PER DAY		
859.25	1	INCIDENCE RESPONSE OPERATIONS PLAN AT _____ LUMP SUM		
866.106	690	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC) AT _____ PER FOOT		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
867.106	690	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC) AT _____ PER FOOT		
868.06	16,900	6 INCH REFLECTORIZED WHITE LINE (EPOXY) AT _____ PER FOOT		
869.06	11,270	6 INCH REFLECTORIZED YELLOW LINE (EPOXY) AT _____ PER FOOT		
874.6	40	TEMPORARY MASKING OF SIGNS AT _____ PER SQUARE FOOT		
904.3	51	5000 PSI, 3/4 INCH, 685 HP CEMENT CONCRETE AT _____ PER CUBIC YARD		
905.3	4	RAPID SETTING LOW PERMEABILITY CEMENT CONCRETE AT _____ PER CUBIC YARD		
910.1	3,500	STEEL REINFORCEMENT FOR STRUCTURES - EPOXY COATED AT _____ PER POUND		
912.5	1,480	DRILLED AND GROUTED #5 DOWELS AT _____ EACH		
964.3	7,000	ELASTOMERIC PROTECTIVE COATING AT _____ PER SQUARE FOOT		

Project # 612188		Contract # 120085		
Location : RANDOLPH				
Description : Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
994.1	15	TEMPORARY PROTECTIVE SHIELDING AT _____ PER SQUARE FOOT		
995.	1	BRIDGE SUPERSTRUCTURE, BRIDGE NO.R-01-004 AT _____ LUMP SUM		
Total Qty: 488,874				

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DOCUMENT B00853

SCHEDULE OF PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES (DBES)

PRIME BIDDER: _____

DATE OF BID OPENING: _____ PROJECT NO.: 612188FEDERAL AID PROJECT NO. NHP(BRR-ON)-003S(586)XPROJECT LOCATION: RANDOLPH

Name, Address, and Phone Number(s) of DBE	Name of Activity	(a) [†] DBE Contractor Activity Amount <i>Construction Work</i>	(b) DBE Other Business Amount <i>Services, Supplies, Material</i>	(c) Total amount eligible for credit under rules in Section 6 of Document 00719 - DBE Special Provisions
Total Bid Amount	TOTALS:	\$	\$	\$
\$	DBE Percentage of Total Bid:	%	%	%

[†]Column (a) must be at least one-half of the DBE participation goal. Attach additional sheets as necessary.Is MassDOT Document B00855 (Joint Check Approval) being submitted for any of the above? ☐ Yes ☐ No☐ Not Known at This TimeWill any of the contractors listed above be using a third party (i.e. manufacturer) to deliver materials or perform any portion of work by a third party? ☐ Yes ☐ No

CERTIFICATION: I HEREBY DECLARE, TO THE BEST OF MY KNOWLEDGE, THAT **I HAVE READ THE SPECIAL PROVISIONS FOR PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES - DOCUMENT 00719.** BOTH THIS SCHEDULE AND THE RELEVANT AND ACCOMPANYING LETTER(S) OF INTENT ARE IN FULL COMPLIANCE WITH THE PROVISIONS OF, AND IN ACCORDANCE WITH, TITLE 49 CODE OF FEDERAL REGULATIONS, PART 26 (49 CFR Part 26).

SIGNATURE: _____ DATE _____

NAME AND TITLE (*PRINT*): _____

EMAIL ADDRESS: _____ TEL NO.: _____

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DOCUMENT B00854

DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION
LETTER OF INTENT

(To be completed by the DBE – Page 1 of 2)

TO: _____ (Prime Bidder)

FROM: _____ (DBE Firm)

RE: PROJECT NO.: 612188 FEDERAL AID PROJECT NO.: NHP(BRR-ON)-003S(586)XPROJECT LOCATION: RANDOLPH

DATE OF BID OPENING: _____

I, _____, *Print Name* authorized signatory of the above-referenced DBE firm hereby declare:

1. My company is currently certified as a Disadvantaged Business Enterprise (DBE) by the Massachusetts Supplier Diversity Office (“SDO”), formerly known as the State Office of Minority and Women Business Assistance (SOMWBA), as a: (check all applicable, see Section 1 of the Special Provisions For Participation By Disadvantaged Business Enterprises, MassDOT Document 00719 additional guidance is available at Title 49, Code of Federal Regulations, Part 26.55 (49 CFR Part 26.55)):
☐ CONTRACTOR ☐ REGULAR DEALER ☐ BROKER
☐ MANUFACTURER ☐ TRUCKING OPERATIONS ☐ PROFESSIONAL SERVICES
2. My firm has the ability to manage, supervise and perform the activity described on page 2 of this Letter of Intent. If you are awarded the contract, my company intends to enter into a contract with your firm to perform the items of work or other activity described on the following sheet for the prices indicated.
3. There have been no changes affecting the ownership, control or independence of my company since my last certification review on _____, 20____. If any such change is planned or occurs prior to my company's completion of this proposed work, I will give prior written notification to your firm and to the Massachusetts Department of Transportation (“MassDOT”) Office of Civil Rights and SDO.
4. I have read the MassDOT proposal for the Project which may be entitled “Project Contract Documents and Special Provisions” or the draft “Contract” which includes MassDOT Document 00719, and acknowledge that my company will comply with that document and the requirements of 49 CFR Part 26.
5. For the purpose of obtaining subcontractor approval from MassDOT, my firm will provide to you:
 - A. **The following construction work:**
 - (i) a resume, stating the qualifications and experience, of the superintendent or foreperson who will supervise on site-work;
 - (ii) a list of equipment owned or leased by my firm for use on this project; and
 - (iii) a list of all projects (public or private) upon which my firm is currently performing, is committed to perform, or intends to make a commitment to perform. I shall also include, for each project: the name and telephone number of a contact person for the contracting authority, person, or organization; the dollar value of the work; a description of the work; and my firm's work schedule for the project.
 - B. **The following services, materials or supplies:**
 - (i) a written agreement and invoices for the materials or supplies, and any other documents evidencing the terms of providing such items;
 - (ii) information concerning brokers fees and commissions for providing services or materials; and
 - (iii) a statement concerning whether my firm intends or will be required to use a joint check arrangement; and any other documents that may be required by MassDOT.

DBE Company Authorized Signature

Date _____

DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION
LETTER OF INTENT
(To be completed by the DBE – Page 2 of 2)

DATE OF BID OPENING: _____

PROJECT NUMBER: 612188FEDERAL AID PROJECT NUMBER: NHP(BRR-ON)-003S(586)XPROJECT LOCATION: RANDOLPH

PRIME BIDDER: _____

DBE COMPANY NAME: _____

<u>Item number</u> if applicable	<u>NAICS</u> <u>Code</u>	<u>Description of Activity</u> with notations such as Services, or Brokerage, Installation Only, Material Only, or Complete	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
				TOTAL AMOUNT:	

Please give full explanations, attach additional sheets if necessary.

I HEREBY VERIFY THAT _____ WILL SOLELY
(DBE company name)
PERFORM THE WORK, OR PROVIDE THE SERVICES OR MATERIALS, AS DESCRIBED ABOVE.

DBE AUTHORIZED SIGNATURE: _____

NAME AND TITLE (PRINT): _____

TELEPHONE NUMBER: _____ FAX NUMBER: _____

EMAIL ADDRESS: _____

*** END OF DOCUMENT ***

Rev'd 9/20/19

DOCUMENT B00855

DBE JOINT CHECK ARRANGEMENT APPROVAL FORM

*(to be submitted by Prime Contractor)*Contract No: 120085 Project No. 612188 Federal Aid No.: NHP(BRR-ON)-003S(586)XLocation: RANDOLPH Bid Opening Date: _____Project Description: Bridge Superstructure Replacement Br. No. R-01-004 (Pre-Fabricated Bridge Units) Route 24 (NB & SB) over Canton Street

We have received the attached request for the use of a joint check arrangement from _____, a DBE on the above- referenced Contract and _____, a Material Supplier/Vendor for the subject Contract.

The DBE has complied with the requirements of 49 CFR Part 26.55(c)(1). In particular, the DBE has:

- a written agreement with the material supplier/vendor;
- applied for credit with the subject material supplier and has supplied the vendor's response;
- shown that it will place all orders to the subject material supplier/vendor;
- made and retains all decision-making responsibilities concerning the materials; and
- provided a Joint Check Agreement that is acceptable to MassDOT;

As the Contractor for the Project, we agree to issue joint checks (made payable to the Material Supplier/Vendor and the DBE) for payment of sums due pursuant to invoices from the Supplier/Vendor and DBE.

Contractor:_____
Company Name_____
Signature
Duly Authorized_____
Printed Name_____
Date_____
Title**SubContractor:**_____
Company Name_____
Signature –
Duly Authorized_____
Printed Name_____
Date_____
Title

*** END OF DOCUMENT ***

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DOCUMENT B00856

JOINT VENTURE AFFIDAVIT

(All Firms)

- All Information Requested By This Schedule Must Be Answered. Additional Sheets May Be Attached.
- If, there is any change in the information submitted, the Joint Venture parties must inform MassDOT Pre-Qualifications Office (and, if one of the companies is a DBE, the Director of Contract Compliance, Office of Civil Rights) *prior* to such change, in writing, either directly or through the Prime Contractor if the Joint Venture is a subcontractor.
- If the Joint Venture Entity will be the bidder on a prime Contract, it must bid and submit all required documents (insurance, worker's compensation, bonds, etc.) in the name of the Joint Venture Entity.

I. Name of Joint Venture: _____

Type of Entity if applicable (Corp., LLC): _____ Filing State _____

Address of joint venture: _____

Phone No(s) for JV Entity: _____ E-mail: _____

Contact Person(s) _____

Tax ID/EIN of Joint Venture: _____ Vendor Code: _____

II. Identify each firm or party to the Joint Venture:

Name of Firm: _____

Address: _____

Phone : _____ E-mail: _____

Contact person(s) _____

Name of Firm: _____

Address: _____

Phone: _____ E-mail: _____

Contact Person(s) _____

III. Describe the role(s) of the each party to the Joint Venture:_____

- IV. Attach a copy of the Joint Venture Agreement.** The proposed Joint Venture Agreement should include specific details including, but not limited to: (1) the contributions of capital and equipment; (2) work items to be performed by each company's forces, (3) work items to be performed under the supervision of any DBE Venturer; (4) the commitment of management, supervisory and operative personnel employed by the DBE to be dedicated to the performance of the Project; and (5) warranty, guaranty, and indemnification clauses.

V. Attach any applicable Corporate or LLC Votes, Authorizations, etc.

VI. Ownership of the Joint Venture:

A. What is the percentage(s) of each company's ownership in the Joint Venture?

ownership percentage(s): _____

ownership percentage(s): _____

B. Specify percentages for each of the following (provide narrative descriptions and other detail as applicable):

1. Sharing of profit and loss: _____

2. Capital contributions:

(a) Dollar amounts of initial contribution: _____

(b) Dollar amounts of anticipated on-going contributions: _____

(c) Contributions of equipment (specify types, quality and quantities of equipment to be provided by each firm): _____

4. Other applicable ownership interests, including ownership options or other agreements, which restrict or limit ownership and/or control:

5. Provide copies of all other written agreements between firms concerning bidding and operation of this Project or projects or contracts.

6. Identify all current contracts and contracts completed during the past two (2) years by either of the Joint Venture partners to this Joint Venture:

VII. Control of and Participation in the Joint Venture. Identify by name and firm those individuals who are, or will be, responsible for and have the authority to engage in the following management functions and policy decisions. (Indicate any limitations to their authority such as dollar limits and co-signatory requirements.):

A. Joint Venture check signing:

B. Authority to enter Contracts on behalf of the Joint Venture:

C. Signing, co-signing and/or collateralizing loans:

D. Acquisition of lines of credit:

E. Acquisition and indemnification of payment and performance bonds:

F. Negotiating and signing labor agreements:

G. Management of contract performance. *(Identify by name and firm only):*

1. Supervision of field operations: _____
2. Major purchases: _____
3. Estimating: _____
4. Engineering: _____

VIII. Financial Controls of Joint Venture:

A. Which firm and/or individual will be responsible for keeping the books of account?

B. Identify the "Managing Partner," if any, and describe the means and measure of their compensation:

C. What authority does each firm have to commit or obligate the other to insurance and bonding companies, financing institutions, suppliers, subcontractors, and/or other parties participating in the performance of this Contract or the work of this Project?

IX. Personnel of Joint Venture: State the approximate number of personnel (by trade) needed to perform the Joint Venture's work under this Contract. Indicate whether they will be employees of the majority firm, DBE firm, or the Joint Venture.

	Firm 1 (number)	Firm 2 (number)	Joint Venture (number)
Trade			
Professional			
Administrative/Clerical			
Unskilled Labor			

Will any personnel proposed for this Project be employees of the Joint Venture?: _____

If so, who: _____

A. Are any proposed Joint Venture employees currently employed by either firm?

Employed by Firm 1: _____ Employed by firm 2 _____

B. Identify by name and firm the individual who will be responsible for Joint Venture hiring: _____

X. Additional Information. Please state any material facts and additional information pertinent to the control and structure of this Joint Venture.

XI. AFFIDAVIT OF JOINT VENTURE PARTIES. The undersigned affirm that the foregoing statements and attached documents are correct and include all material information necessary to identify and explain the terms and operations of our Joint Venture and the intended participation of each firm in the undertaking. Further, the undersigned covenant and agree to provide to MassDOT current, complete and accurate information regarding actual Joint Venture work, payments, and any proposed changes to any provisions of the Joint Venture, or the nature, character of each party to the Joint Venture. We understand that any material misrepresentation will be grounds for terminating any Contract awarded and for initiating action under Federal or State laws concerning false statements.

Firm 1

Firm 2

Signature
Duly Authorized

Signature
Duly Authorized

Printed Name and Title

Printed Name and Title

Date

Date

*** END OF DOCUMENT ***