

## EXHIBIT A

### DESCRIPTION OF GOODS AND SERVICES

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#### SPECIAL PROVISIONS

##### WORK DAY:

In accordance with the normal work schedule in use by ConnDOT, quotations are requested for rental rates on a seven and one half (7 ½ ) hour work day - 8:00 a.m. to Noon; and 12:30 to 4:00 p.m., regardless of how many hours are considered to be a normal workday of any Contractor. When operations require work in excess of seven and one half (7 ½) hours in any one (1) day, equipment rental payments shall be made at the applicable hourly rate as bid for the actual hours worked. An overtime rate shall not be paid.

Work periods are defined as:

1. **Regular Work Hours:**

The hours between 7:00 a.m. and 6:00 p.m. are considered regular hours.

2. **Night Work Period:**

Work starting after 6:00 p.m. and before 7:00 a.m. is considered night work. An additional rate per square yard or by the additional hourly rate bid for night work shall be added to the base bid price.

3. **Saturday Work Period:**

Work starting after 7:00 a.m. on Saturday and before 7:00 a.m. on Sunday is considered the Saturday Work Period. The Saturday additional rate per square yard or the Saturday additional rate per hour bid shall be added to the base bid price for all work performed on Saturday during regular work hours. In the case of night work performed on Saturday, only the night rate shall be added to the base price for work performed after 6:00 p.m. Saturday and before 7:00 a.m. on Sunday. In no case may the "Saturday" bid price **and** the "Night" bid price be combined and added to the base bid price work to be performed under the Saturday Work Option.

4. **Sunday Work Period:**

Work starting after 7:00 a.m. on Sunday and before 7:00 a.m. on Monday is considered the Sunday Work Period. The Sunday additional rate per square yard or the Sunday additional rate per hour bid shall be added to the base bid price for all work performed on Sunday during regular work hours. In the case of night work performed on Sunday, only the night rate shall be added to the base price for work performed after 6:00 p.m. Sunday and before 7:00 a.m. on Monday. In no case may the "Sunday" bid price **and** the "Night" bid price be combined and added to the base bid price for work to be performed under the Sunday Work Option.

5. **Restricted Time Period:**

ConnDOT shall limit the hours a Contractor may work when extreme traffic disruptions may result. Work delays or work discontinued by ConnDOT Engineer for a specific period which results in less than seven and one-half (7 ½) hours of regular hours of regular work during the regular work period in any one (1) day shall be considered a restricted

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time period. Restricted time periods shall not apply to shutdowns caused by weather, Contractor breakdowns or completion of work covered by the purchase order. Restricted Time Period payments shall be made at the rate of \$410.00 per hour, per work crew. The minimum Restricted Time Period payment shall be one-half (½) hour. All Restricted Time Periods shall be rounded off to the nearest one-half (½) hour increment.

**PAYMENT EXAMPLE:**

Contract work starts on Friday at 5:00 p.m. and ends Saturday at 9:00 p.m. The total number of hours is twenty-eight (28).

**Total payment breakdown for this work period is:**

One (1) hour of Base Price (5 p.m. to 6 p.m.)  
Thirteen (13) hours of Base Bid Price **plus** Night Bid Price (6 p.m. to 7 a.m.)  
Eleven (11) hours Base Bid Price **plus** Saturday Bid Price (7 a.m. to 6 p.m.)  
Three (3) hours Base Bid Price **plus** Night Bid Price (6 p.m. to 9 p.m.)

**MINIMUM WAGE RATES:**

The wages paid to any mechanic, laborer or worker, employed in the work contracted to be done shall be at a rate equal to the rate of wages customary or prevailing for the same work in the same trade or occupation and in the area in which Contract shall be performed. Payment shall be made to each employee engaged in work under Contract in the trade or occupation listed, not less than the wage rate set by category in accordance with the wage schedule contained herein ITB. In the event it becomes necessary for Contractor or any Subcontractor to employ any mechanic, laborer or worker in a trade or occupation for which no minimum wage is set forth, Contractor shall immediately notify the Commissioner of Labor, who shall ascertain the minimum applicable wage rate from the time of the initial employment of the person affected and during the continuance of such employment. Every Contractor or Subcontractor performing work for the State is subject to the provisions noted herein ITB, as determined by the Labor Commissioner, and shall post the prevailing wages in prominent and easily accessible places at each work site. Information Bulletin #2 contained herein ITB regarding Section 31-55a. Questions regarding wage regulations shall be directed to the State of Connecticut, Department of Labor (DOL), Division of Wage and Workplace Standards, at 860 263-6790.

**WAGE REGULATIONS:**

ITB contains wage scales as provided by the State of Connecticut, Department of Labor (DOL). All provisions outlined in these regulations shall be respected throughout the life of Contract including any extensions. During the term of Contract, the State shall verify that these wage scales are being paid in accordance with Connecticut General Statutes (CGS) as outlined in title 31. This regulation mandates certified payrolls and a statement of compliance to be submitted on a weekly basis to ConnDOT. **The wage certification form shall be included with the bid submission.** Contractors are cautioned that utilization of the term "working supervisor" does not exclude Contractor from paying this position less than the actual work being performed by this person as specified

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in the prevailing wage scales. **Contractor shall return the wage certification form with their bid.**

Contractor shall comply with the provisions of CGS, Section 31-55a, which reads as follow: Each Contractor that this awarded a contract on or after October 1, 2002, for (1) the construction of a state highway or bridge that falls under provisions of section 31-54 of the general statutes, or (2) the construction, remodeling, refinishing, refurbishing, rehabilitation, alteration or repair of any public works project that falls under the provision of section 31-53 of the general statutes shall contact the Labor Commissioner on or before July 1<sup>st</sup> of each year, for the duration of such contract, to ascertain the prevailing rate of wages on an hourly basis and the amount of payment or contributions paid or payable on behalf of each mechanic, laborer or worker employed upon the work contracted to be done, and shall make any necessary adjustments to such prevailing rate of wages and such payment or contributions paid or payable on behalf of each employee, effective July 1<sup>st</sup>.

#### **TRAFFIC CONTROL:**

As directed by ConnDOT, Contractor shall be responsible for the furnishing of, the installation of, and the removal of signs, sign supports, barricades, traffic cones, traffic delineators and any other material that is necessary for the various Traffic Control Patterns. In addition, Contractor shall be responsible for the furnishing of, the scheduling of, and the cancellation of all Traffic Control Personnel authorized by ConnDOT through the term of Contract. The term "Traffic Control Personnel" shall be defined as Uniformed Flagger(s) or Uniformed Police.

As directed by ConnDOT, Contractor shall be responsible for the furnishing of, the installation of, and the removal of any necessary lighting required to illuminate the work area including the illumination of any signing operations.

ConnDOT shall determine if a TMA is required, and whether ConnDOT or Contractor shall supply the TMA.

1. ConnDOT Furnished Traffic Control: When ConnDOT provides traffic control it shall include furnishing and installing signs, barricades, traffic cones, and traffic delineators. It shall also provide and pay for Traffic Personnel, in number and of type at its sole discretion.
2. Contractor Furnished Traffic Control: When Contractor is directed by ConnDOT to provide traffic control, Contractor shall furnish, install, install, move and removal all signs, sign supports, barricades, traffic cones, traffic delineators, and any other materials necessary set forth in the provisions contained in ITB entitled "Traffic Control During Maintenance Operations" as amended.

When directed by ConnDOT, Contractor shall furnish, install, move and removal all necessary lighting to illuminate the work area including the illumination of all signing operations.

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When directed by ConnDOT, Contractor shall be responsible for the furnishing of, the scheduling of and the cancellation of all Traffic Control Personnel authorized by ConnDOT throughout the term of Contract.

When directed by ConnDOT to provide Traffic Control, Contractor shall provide the following Minimum Number of Traffic Control Personnel, specifically:

- with respect to multi-lane divided highways (“Expressways”), a total of two (2) Traffic Control Personnel (in any combined number of Uniformed Police Officer(s) and/or Uniformed Flaggers).
- with respect to Two-Lane (non-divided) highways, a total of three (3) Traffic Personnel (in any combined number of Uniformed Police Officer(s) and/or Uniformed Flaggers).

A. Pricing for Contractor Furnished Traffic Control and Traffic Control Personnel: Individual bid prices for “Traffic Control Pattern” and “Each Traffic Control Personnel” are being requested on Exhibit B, Price Schedule, Items 1 - 5. The pricing for Contractor Furnished Traffic Control is an additional cost per square yard and is broken out as “Traffic Control Pattern” and “Each Traffic Control Personnel” to be performed on two lane divided highways and multi-lane divided highways (Expressways). The pricing shall be adhered to throughout the term of Contract, notwithstanding any work performed under Contract, the number and types of Traffic Control Personnel to be used by Contractor when furnishing traffic control remains at the discretion of ConnDOT and may be modified at any time.

A single bid price for “Traffic Control Complete” is being requested on Exhibit B, Price Schedule, Item 12 - Reclaimer: Full Depth Restoration. The pricing for Contractor Furnished Traffic Control for Item 12 shall include Traffic Control Patterns for two lane roadways and Traffic Control Personnel, as required by ConnDOT, as an additional cost per square yard and is broken out as “Traffic Control Complete”. The pricing shall be adhered to throughout the term of Contract, notwithstanding any work performed under Contract, the number and types of Traffic Control Patterns used by Contractor when furnishing traffic control remains at the discretion of ConnDOT and may be modified at any time.

If State Police are utilized as Traffic control Personnel, ConnDOT shall reimburse the Department of Emergency Services and Public Protection (DESPP) directly for all approved work performed by each Connecticut State Police Officer. The services of State Police Officers are **not** to be measured for payment and shall be excluded in any Traffic Control costs. ConnDOT shall reimburse the services of State Police Officers as a direct payment to DESPP. Payments for State Police Officers utilized by Contractor for its convenience, and

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not approved by ConnDOT Engineer, is the responsibility of Contractor. No separate payment item for State Police Officers is included under Contract.

- B. Technical Requirement: Traffic Control Personnel are to be trained in the proper performance of their duties and shall be supplied in addition to the members of the milling crew. Traffic Control Personnel shall be responsible for providing traffic control at areas where any representatives from ConnDOT, including Inspectors and Lab personnel, are present at or near the work area.

Uniformed Flaggers shall be people who have successfully completed flagger training by the American Traffic Safety Service Association, National Safety Council or other approved programs. A copy of the flagger's training certificate shall be provided to ConnDOTS's Representative before the flagger performs any work on the project. Uniformed Flagger shall wear garments (including high visibility headgear) so as to be readily distinguishable as a flagger, in accordance with Standard 6E-3 of the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA). Each Uniformed Flagger shall also be equipped with a STOP/SLOW paddle that is at least 18 inches in width with letters at least 6 inches high and conforms to Standard 6E-4 of the MUTCD.

Uniformed Municipal Police shall be sworn Uniformed Municipal Police Officers or Uniformed Constables who perform criminal law enforcement duties from the Municipality in which the project is located. Their services shall include an official Municipal Police vehicle when requested by ConnDOT Engineer. Uniformed Municipal Police Officers and Municipal Police vehicles shall be used at locations and for periods of time as ConnDOT Engineer deems necessary to control traffic operations and promote increased safety to motorists throughout the construction site.

Traffic control shall be performed in accordance with "Traffic Control During Highway Maintenance" including the general notes for traffic control and traffic control plan number 1, 2, 3, 4, and 13 as applicable and conform to National Cooperative Highway Research Program (NCHRP) Report 350 (TL-3).

- C. ConnDOT reserves the right to change the traffic control requirements set forth herein, including but not limited to, revisions of the pricing and method of payment when State Police are Utilized as Traffic Control Personnel.

When ordered by ConnDOT, the Contractor shall coordinate the hiring of Connecticut State Police Officers to be utilized as Traffic Control Personnel, notwithstanding ConnDOT's direct reimbursement to DESPP Connecticut State Police utilized as Traffic

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Control Personnel. Contractor remains responsible for furnishing, installing and removing all signs, sign supports, barricades, traffic cones, traffic delineators and any other require material as set forth in the provisions contained in ITB entitled "Traffic Control During Maintenance Operations".

State Police Officers shall be uniformed off-duty sworn Connecticut Police Officers. Their services shall include the use of official State Police vehicles and associated equipment. State Police Officers with official State vehicles shall be used at locations and for periods of time as ConnDOT Engineer deems necessary to control traffic operations and for periods of time as ConnDOT Engineer deems necessary to control traffic operations and promote increased safety to motorists through the construction site.

- D. Contractor is responsible for any applicable sales and use taxes associated with traffic control required for it to fulfill its contractual obligations and for determining its liability with respect thereto. Contractor shall prepare pricing accordingly.

**CONTACTING A CONTRACTOR:**

A period of two (2) consecutive days or forty-eight (48) hours. Saturday and Sunday excluded, shall be the time limit for attempting to contact the lowest awarded Contractor, after that period the next lowest awarded Contractor shall be contacted. The availability of a Contractor to start work within five (5) business days shall be considered when selecting the "lowest available qualified Contractor". The availability of required equipment is another factor that may be considered.

**EQUIPMENT INSPECTIONS:**

All equipment used for milling and full depth restoration shall be in good operating condition and be available for inspection by a State inspector, at a location within the State of Connecticut, prior to the issuance of a purchase order. If Contractor's equipment is unavailable for inspection, or Contractor's equipment is determined unable to perform the specified work, then ConnDOT shall contact the next lowest Contractor offering the required equipment or services.

**TRANSPORTATION**

The cost of transporting equipment to and from the area in which it is used shall be Contractor's responsibility. No transportation charges, setup or breakdown fees or charges shall apply.

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**CRITERIA FOR PRICING AND SELECTION OF CONTRACTOR FOR WORK:**

Exhibit B, Price Schedule contained herein ITB and the three (3) criteria below shall be used to determine the price per square yard for the work to be completed.

1. The size of the work area in square yards
2. The district where the work site is located
3. The average depth of the cut for the work area in inches

Work areas of various sizes may be grouped together if the cut depths are in the same pay range. The minimum size of individual locations shall be at least 500 square yards each to be eligible for grouping. The groups may be used to form one (1) purchase order at the price range of the combined total, as long as the travel distance from one (1) location to the next location does not exceed one (1) mile.

Contractor shall bid a price for each type of equipment relocated from one (1) work area to the next work area when groups are used to form one (1) purchase order. Equipment relocation types are defined as:

“Movements”: To transport equipment from one (1) work area to another by truck.

“Relocation”: To relocate equipment from one (1) work area to another using its own power.

“Skip”: To skip from one (1) work are to another using its own power.

A Contractor shall be paid for each Movement, Relocation, or Skip (MRS) based on the ranges below:

**Example:** Bids for MRS’s will be required for two (2) distance ranges:

DISTANCE	PRICE
Under 500’	\$No Payment
501’ to 2640’	\$50.00
2641’ to 5280’	\$75.00

**Note:** All distances shall be measured from the closest work location.

**Example:** Vendor ABC has termini from Point A to Point B in the 15,000 square yard Range with a depth of 3” and three (3) MRS’s and bid s the following:

DISTANCE	PRICE
Under 500’	\$No Payment
501’ to 2640’	\$50.00
2641’ to 5280’	\$75.00

If the first MRS is 2600’, the second 300’ and the third is 1000’, then the total price would be \$100.00.

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Note: Payments shall not be made for any MRS under 500'. Payments shall not be made for any MRS work area on separate purchase orders.

**PRICING FOR MILLING TO UNDERLYING CONCRETE BASE:**

A per square yard price is requested on Exhibit B, Price Schedule for milling of bituminous concrete to an underlying base of Portland cement concrete.

**DISPOSAL OF MATERIAL:**

Material removed during the milling process, including foreign debris within or on the pavement, shall become the property of Contractor and shall be disposed of at a site obtained by Contractor unless the purchase order issued to Contractor states that the material is to remain the property of ConnDOT and is to be hauled to a designated storage site.

**MILLING MATERIALS THAT REMAIN THE PROPERTY OF THE STATE:**

When a purchase order issued to Contractor states that the material is to remain the property of ConnDOT, Contractor shall deliver all milling material to a designated site within a fifteen (15) mile radius of the work area as directed by the ConnDOT Director or his representative.

**STANDARDS:**

Contractors supplying services shall comply with the current Connecticut Occupational Safety and Health standards (OSHA) including Volume I, General Industry Standards, Volume II, Construction Safety and Health Regulations and any other applicable Federal or State standard or regulation.

**FORM 816:**

ConnDOT's "Standard Specifications for Roads, Bridges and Incidental Construction" ("FORM 816"). Work shall be in accordance with FORM 816 including all supplements and other applicable standards. Copies of FORM 816 may be purchased from:

State of Connecticut  
Connecticut Department of Transportation  
Manager of Contracts  
PO Box 317546  
2800 Berlin Turnpike  
Newington CT 06131-7546

The price is twenty dollars (\$20.00) if FORM 816 is mailed and sixteen dollars (\$16.00) if FORM 816 is picked up. Checks shall be made out to: Treasure - State of Connecticut

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OR

You may go to the following:

<http://www.ct.gov/dot/cwp/view.asp?a=3609&q=455784>

**CONSTRUCTION SAFETY AND HEALTH STANDARDS:**

It is a condition of contract and shall be made a condition of each subcontract entered into pursuant to Contract, that Contractor and any Subcontractor shall not require any laborer or mechanic employed in the performance of Contract to work in surrounds or under working conditions which are unsanitary; hazardous or dangerous to the employee's health or safety, as determined under construction safety and health standards Title 29 CFR, Part 1926, formerly Part 1518 and Safety Standards Act.

**ENVIRONMENTAL COMPLIANCE:**

Contractors shall be required to be in compliance at all times with the environmental regulations promulgated by the State of Connecticut Department of Energy and Environmental Protection (DEEP). During any period that a Contractor is found to be in noncompliance, no new purchase order shall be issued.

Contractor shall comply with Section 1.07.16 and Section 1.10.03 of ConnDOT's Best Management Practices, in the Standards Specifications, FORM 816 and any other sections that may apply including addenda.

**GEOGRPAHIC LOCATIONS**

The geographic limits of each district are outlined and contained herein ITB.

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TECHNICAL SPECIFICATIONS

0406272A - MILLING OF HOT MIX ASPHALT (HMA) - (0 TO 3 INCHES)  
0406273A - MILLING OF HOT MIX ASPHALT (HMA) - (3 TO 6 INCHES)  
0406274A - MILLING OF HOT MIX ASPHALT (HMA) (GREATER THAN 6  
INCHES)

MILLING, REMOVAL AND DISPOSAL:

Milling services consist of the cutting and removal of bituminous concrete material from roads, including all necessary work to establish the lines and grades specified and the removal and clean-up of all milling material around catch basin inlets, manholes, utility valve boxes, and any similar structures. Contractor shall delivery all milling material to a designated site within a fifteen (15) mile **radius** of the work area as directed by the ConnDOT Director or his representative unless other arrangements have been made for the removal of milling material.

A milling crew shall include a minimum of one (1) milling machine (minimum 6 foot cutting width), all extra teeth and tools needed to perform repairs, a mounted pickup conveyor, operator and grounds person. Take-away trucks with operators, a pick-up broom with operator, water tanker (with water supplied by Contractor), air compressor (minimum 125 CFM) with operator, a small milling machine with operator capable of removal and clean-up of all milling material around grates, manhole covers and other apparatus on roads.

Equipment or milling bituminous concrete shall have a minimum cutting width of 6 feet. It shall be self-propelled with sufficient power, traction, and stability to maintain the required depts. And slope and shall be capable of removing the existing bituminous concrete to the line, grade and typical cross-section specified by ConnDOT Engineer.

**Construction Methods:** Contractor shall remove the Hot Mix Asphalt (HMA) material using means acceptable to ConnDOT. The pavement surface shall be removed to the line, grade and existing or typical cross-section shown on the plans, or as directed by ConnDOT Engineer.

The equipment for milling the pavement surface shall be designed and built for milling flexible pavements. It shall be self-propelled with sufficient power, traction, and stability to maintain depth and slope and shall be capable of removing the existing HMA pavements.

The milling machine shall be equipped with a built-in- automatic grade averaging control system that can control the longitudinal profile and the transverse cross-slope to produce the specified result. The longitudinal controls shall be capable of operating from any longitudinal grade reference, including string line (30 feet minimum). The transverse controls shall have an automatic system for controlling cross-slope at a given rate. ConnDOT

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Engineer may waive the requirement for automatic grade or slope controls where the situation warrants such action.

The rotary drum of the machine shall utilize carbide tip tools spaced not more than 5/8 inches apart. The forward speed of the milling machine shall be limited to no more than 45 feet/minute. The tools on the revolving cutting drum shall be continually maintained and shall be replaced as warranted to provide a uniform pavement texture. Contractor may request to perform a test strip to demonstrate that the same surface tolerance can be attained at an increase forward speed. The test strip shall be a maximum length of 500 feet and shall have the same criteria for surface tolerance as noted in this specification. The final decision for implementing the increased forward speed shall be at the discretion of ConnDOT Engineer.

The machine shall be equipped with an integral pickup and conveying device to immediately remove material being milled from the surface of the roadway and discharge the millings into a truck, all in one (1) operation. The machine shall also be equipped with a means of effectively limiting the amount of dust escaping from the milling and removal operation.

When milling smaller areas where it is impractical to use the above described equipment, the use of a lesser equipped milling machine may be permitted when approved by ConnDOT Engineer.

Protection shall be provided around existing catch basin inlets, manholes, utility valve boxes, and any similar structures. Any damage to such structures as a result of the milling operation is Contractor's responsibility and shall be repaired at Contractor's expense.

To prevent the infiltration of milled material into the storm drainage system, Contractor shall take special care to prevent the milled material from falling into the inlet openings or inlet grates. Any milled material that has fallen into inlet openings or inlet grates shall be removed at Contractor's expense.

**Surface Tolerance:** The milled surface shall provide a riding surface with a uniformed texture appearance. The milled surface shall be free from gouges, longitudinal grooves and ridges, oil film, and other imperfections that are a result of defective equipment, improper use of equipment or poor workmanship. Contractor, under the direction of a ConnDOT inspector, shall perform random spot-checks with a Contractor supplied ten (10) 10 foot straightedge to verify surface tolerances at a minimum of five (5) locations per day. The variation of the top two (2) ridges from the testing edge of the straightedge, between any two (2) ridge contact points, shall not exceed 3/8 inch. The variation of the top of any ridge to the bottom of the groove adjacent to that ridge shall not exceed 3/8 inch. Any unsatisfactory surfaces produced are the responsibility of Contractor and shall be corrected at Contractor's expense and to the satisfaction of ConnDOT Engineer.

The depth of removal shall be verified by taking a measurement every 250 feet per each milling pass of the milling machine, or as directed by ConnDOT

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Engineer. These depth measurements shall be used to monitor the average depth of removal.

Where a surface delamination between HMA layers or a surface delamination of HMA on Portland cement concrete causes a non-uniform texture to occur, the depth of milling shall be adjusted +/- ½ inch or until delamination is eliminated.

When removing HMA pavement entirely from an underlying Portland cement concrete pavement, all of the HMA pavement shall be removed leaving a uniform surface of Portland cement concrete, unless otherwise directed by ConnDOT Engineer. Any unsatisfactory surfaces produced by the milling operation are Contractor's responsibility and shall be corrected at Contractor's expense and to the satisfaction of ConnDOT Engineer.

No vertical faces, transverse or longitudinal, shall be left exposed to traffic. If any vertical face is formed in any area exposed to traffic, a temporary paved transition shall be established according to the requirements shown on the plans. If the milling machine is used to form a temporary transition, the length of the temporary transition shall conform to Section 4.06 "Transitions for Roadway Surface", the requirements shown on the plans, or as directed by ConnDOT Engineer. At all permanent limits of removal, a clean vertical face shall be established by saw cutting prior to paving.

The milling operation shall proceed in accordance with the requirements of the "Maintenance and Protection of Traffic" and "Prosecution and "Progress" specifications, or other contract requirements. The more stringent specifications shall apply. Prior to opening an area which has been milled to traffic, the pavement shall be thoroughly swept with a sweeper. The sweeper shall be equipped with a water tank and capable of removing the millings and loose debris from the surface. Other sweeping equipment may be provided in lieu of the sweeper where accepted by ConnDOT Engineer.

**Method of Measurement:** This work shall be measured for payment by the number of square yards of area from which the milling of asphalt has been completed and the work accepted. No area deductions shall be made for minor un-milled areas such as catch basin inlets, manholes, utility boxes and any similar structures.

The depth of removal shall be calculated by taking measurement at a minimum of every 250 feet per each pass of the milling machine, or as directed by ConnDOT Engineer. The average depth of each section shall determine which payment item is applicable.

**Basis of Payment:** This work shall be paid for at Contract prior per square yards for "Milling of HMA, (0 to 3 inches) (3 to 6 inches) (greater than 6 inches)". This price shall include all equipment, tools, labor and materials incidental thereto.

No separate payments shall be made for cleaning the pavement prior to paving; providing protection and doing handwork removal of bituminous concrete

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around catch basin inlets, manholes, utility valve boxes and any similar structures; repairing surface defects as a result of Contractors negligence; providing protection to underground utilities from the vibration of the milling operations; removal of any temporary milled transition; removal and disposal of millings; furnishing a sweeper and sweeping after milling. The cost for these items shall be included in Contract unit price.

#### MICRO-MILLING OF HOT MIX ASPHALT (HMA) (0 TO 2 INCHES)

**Description:** This work shall consist of the milling, removal and disposal of existing HMA pavement.

**Materials:** The existing HMA surface shall be disposed of offsite by Contractor unless otherwise state in Contract.

**Construction Methods:** Contractor shall remove the HMA material using means acceptable to ConnDOT Engineer. The pavement surface shall be removed to the line, grade, and existing or typical cross-section shown on the plans or as directed by ConnDOT Engineer.

The equipment for milling the pavement surface shall be designed and built for milling, flexible pavements. It shall be self-propelled with sufficient power, traction, and stability to maintain depth and slope and be capable of removing the existing HMA pavement.

The milling machine shall be equipped with a built-in automatic grade averaging control system that can control the longitudinal profile and the transverse cross-slope to produce the specified results. The longitudinal controls shall be capable of operating from any longitudinal grade reference, including string line, contact ski (30 feet minimum), non-contact ski (20 feet minimum), or mobile string line (30 feet minimum). The transverse controls shall have an automatic system for controlling cross-slope at a given rate. ConnDOT Engineer may waive the requirement for automatic grade or slope controls where the situation warrants such action.

The machine shall be able to provide a 0 to 2 inch deep cut in one (1) pass. The rotary drum shall utilize carbide tip tools spaced not more than 3/16 inches apart. The forward speed of the milling machine shall be limited to no more than 45 feet/minute. The tools on the revolving cutting drum shall be continually maintained and shall be replaced as warranted to provide a uniform pavement texture. Contractor may request to perform a test strip to demonstrate that the same surface tolerance can be attained at an increased forward speed. The test strip shall be maximum length of 500 feet and shall have the same criteria for surface tolerance as noted in this specification. The final decision for implementing the increased forward speed shall be at the discretion of ConnDOT Engineer.

The machine shall be equipped with an integral pickup and conveying device to immediately remove material from being milled from the surface of the roadway and discharge the millings into a truck, all in one (1) operation. The

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machine shall also be equipped with a means of effectively limiting the amount of dust escaping from the milling and removal process.

When milling smaller areas or areas where it is impractical to use the above described equipment, the use of a lesser equipped milling machine may be permitted when approved by ConnDOT Engineer.

Protection shall be provided around existing catch basin inlets, manholes, utility valve boxes, and any similar structures. Any damage to such structures as a result of the milling operation is Contractor's responsibility and shall be repaired at Contractor's expense.

To prevent the infiltration of milled material into the storm drainage system, Contractor shall take special care to prevent the milled material from falling into the inlet opening or inlet grates.

Any milled material that has fallen into inlet openings or inlet grates shall be removed at the Contractor's expense.

**Surface Tolerance:** The milled surface shall provide a riding surface with a corduroy texture appearance with a groove depth of 1/16 inch. The milled surface shall be free from gouges, longitudinal grooves and ridges, oil film, and other imperfections that are a result of defective equipment, improper use of equipment, or poor workmanship. No area shall have a depth greater than 1/8 inch when measured with a 10 foot straightedge. Any unsatisfactory surfaces produced are the responsibility of Contractor and shall be corrected at Contractor's expense and to the satisfaction of ConnDOT Engineer.

The depth of removal shall be verified by taking a measurement every 250 feet per each pass of the milling machine, or as directed by ConnDOT Engineer. These depth measurements shall be used to monitor the average depth of removal.

No vertical faces, transverse or longitudinal, shall be left exposed to traffic. If any vertical face is formed in an area exposed to traffic, a temporary paved transition shall be established according to the requirements shown on the plans. If the milling machine is used to form a temporary transition, the length of the temporary transition shall conform to, Section 4.06, "Transitions for Roadway Surface", the requirements shown on the plans, or as directed by ConnDOT Engineer. At all permanent limits of removal, a clean vertical face shall be established by saw cutting prior to paving.

The milling operation shall proceed in accordance with the requirements of the "Maintenance and Protection of Traffic" and "Prosecution and Progress" specifications, or other contract requirements. The more stringent specification shall apply.

Prior to opening an area which has been milled to traffic, the pavement shall be thoroughly swept with a sweeper. The sweeper shall be equipped with a water tank and be capable of removing the millings and loose debris from the surface.

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Other sweeping equipment may be provided in lieu of the sweeper where acceptable by ConnDOT Engineer.

**Method of Measurement:** This work shall be measured for payment by the number of square yards of area from which the milling of asphalt has been completed and the work accepted. No area deductions shall be made for minor un-milled areas such as catch basin inlets, manholes, utility boxes and any similar structures.

**Basis of Payment:** This work shall be paid for at Contract unit price per square yard for "Micro Milling (0 to 2 inches)." This price shall include all equipment, tools, labor and materials incidental thereto.

No additional payments shall be made for multiple passes with the milling machine to remove the bituminous surface.

No separate payments shall be made for cleaning the pavement prior to paving; providing protection and doing handwork removal of bituminous concrete around catch basin inlets, manholes, utility valve boxes and any similar structures; repairing surface defects as a result of Contractor's negligence; providing protection to underground utilities from the vibration of the milling operation; removal of any temporary milled transition; removal and disposal of millings; furnishing a sweeper and sweeping after milling. The cost for these items shall be included in Contract unit price.

#### **FULL DEPTH RESTORATION EQUIPMENT:**

The reclaimers used for full depth restoration shall be capable of pulverizing and mixing to a minimum width of six (6) feet and a minimum depth of one (1) foot. The equipment shall be outfitted with an extra set of cutting teeth, the necessary tools and equipment to facilitate field adjustments or repairs, and include an operator.

#### **FULL DEPTH RESTORATION (Complete-In-Place):**

Full depth restoration (complete-in-place) consist of pulverizing, mixing, fine grading (plus or minus one (1) inch of existing material), and rolling to a minimum width of six (6) feet and a minimum depth of one (1) foot. This operation shall include a reclaimer; one (1) 10-12 ton vibratory roller; one (1) three (3) axle grader with tandem drive axles over 24,000 lbs.; lead person for grade setting; and dust control., if needed. Application of calcium chloride shall be applied by the gallon. All equipment shall include operators.

Base payment for milling is determined by the number of square yards at the average depth of bituminous concrete of the cut width. Depth readings shall be taken at least five (5) times over the length of the pass by ConnDOT Engineer. Depth ranges are based on the average depth of the bituminous concrete.

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**CALCIUM CHLORIDE:**

A liquid calcium chloride solution shall be added to stabilize the surface of the reclaimed asphalt sub-base that shall carry traffic prior to placement of bituminous concrete. The calcium chloride solution shall be provided by the manufacturer as a true solution shall meet the following material specification (ASTM D98; AASHTO-M144):

Calcium Chloride 35% + - 1%  
Alkali Chloride as NaCl 2% max  
Magnesium as MgCl 0.1%

Prior to the application of calcium chloride solution, the surface of the cold reclaimed asphalt sub-base that shall carry traffic shall be scuffed or furrowed by a grader to provide grooves approximately two (2) inches in depth spaced approximately twelve (12) inches apart, or as approved by the Engineer, to allow for sufficient penetration of the calcium chloride. The calcium chloride solution shall be uniformly distributed over the cold reclaimed asphalt sub-base at an application rate of one-half (1/2) gallon per square yard or as determined by ConnDOT Engineer.

The distributor for the calcium chloride solution shall be capable of applying liquid calcium chloride in accurately measured quantities at a rate between 0.1 to 2.0 gallons per square yard of roadway, at any length of spray bar up to twenty (20) feet. The distributor shall be capable of maintaining a uniform rate of distribution of solution regardless of change in grade, width or direction of road. The distributor shall be equipped with Digital Volumetric Accumulator capable of measuring liters applied and distance traveled. The volume and measuring device shall be equipped with a power unit for the pump so that application is by pressure and not gravity. The spray nozzles and pressure system shall provide a sufficient and uniform fan-shaped spray of solution throughout the entire length of the spray bar at all times while operating, and shall be adjustable laterally and vertically. Application of the calcium chloride solution shall be completed in continuous segments. Each segment shall be reclaimed, compacted, stabilized by calcium chloride and compacted again before it is opened to traffic. The calcium chloride solution shall not be applied when it is raining or when rain is forecast within one (1) hour of placement.

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**TRAFFIC CONTROL DURING MAINTENANCE OPERATIONS (English Version)**

The following guidelines shall assist field personnel in determining when and what type of traffic control patterns to use for various situations. These guidelines shall provide for the safe and efficient movement of traffic through work zones and enhance the safety of work forces in the work area.

**TRAFFIC CONTROL PATTERNS:** Traffic control patterns shall be used when a work operation requires that all or part of any vehicle protrudes onto any part of a travel lane or shoulder. For each situation, the installation of traffic control devices shall be based on the following:

1. Speed and volume of traffic.
2. Duration of operation.
3. Exposure to hazards.

Traffic control patterns shall be uniform, neat and orderly so as to command respect from the motorist.

In the case of a horizontal or vertical sight restriction in advance of the work area, the traffic control pattern shall be extended to provide adequate sight distance for approaching traffic.

If a lane reduction taper is required to shift traffic, the entire length of the taper should be installed on a tangent section of roadway so that the entire taper area can be seen by the motorist.

Any existing signs that are in conflict with the traffic control patterns shall be removed, covered, or turned so that they are not readable by oncoming traffic.

When installing a traffic control pattern, a Buffer Area should be provided and this area shall be free of equipment, workers, materials and parked vehicles.

Typical traffic control plans 20 through 25 may be used for moving operations such as painting, pot hole patching, mowing, or sweeping when it is necessary for equipment to occupy a travel lane.

Traffic control patterns will not be required when vehicles are on an emergency patrol type activity or when a short duration stop is made and the equipment can be contained within the shoulder. Flashing lights and flaggers shall be used when required.

**EXHIBIT A****DESCRIPTION OF GOODS AND SERVICES**

Although each situation must be dealt with individually, conformity with the typical traffic control plans contained herein is required. In a situation not adequately covered by the typical traffic control plans, ConnDOT Engineer or Supervisor shall contact both the District Traffic Representative and the District Safety Advisor for assistance prior to setting up a traffic control pattern.

**PLACEMENT OF SIGNS:** Signs shall be placed in such a position to allow motorists the opportunity to reduce their speed prior to the work area. Signs shall be installed on the same side of the roadway as the work area. On multi-lane divided highways, advance warning signs may be installed on both sides of the highway. On directional roadways (on-ramps, off-ramps, one-way roads), where the sight distance to signs is restricted, these signs should be installed on both sides of the roadway.

**Allowable Adjustment of Signs and Devices  
Shown on the Traffic Control Plans**

The traffic control plans contained herein ITB show the location and spacing of signs and devices under ideal conditions. Signs and devices should be installed as shown on these plans whenever possible.

The proper application of the traffic control plans and installation of traffic control devices depends on actual field conditions.

Adjustments to the traffic control plans shall be made only at the direction of the Engineer or Supervisor to improve the visibility of the signs and devices and to better control traffic operations. Adjustments to the traffic control plans shall be based on safety of work forces and motorists, abutting property requirements, driveways, side roads, and the vertical and horizontal curvature of the roadway.

ConnDOT Engineer or Supervisor may require that the signing pattern be located significantly in advance of the work area to provide better sight line to the signing and safer traffic operations through the work zone.

Table I indicates the minimum taper length required for a lane closure based on the posted speed limit of the roadway. These taper lengths shall only be used when the recommended taper lengths shown on the traffic control plans cannot be achieved.

**EXHIBIT A**

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**TABLE I – MINIMUM TAPER LENGTHS**

POSTED SPEED LIMIT MILES PER HOUR	MINIMUM TAPER LENGTH IN FEET FOR A SINGLE LANE CLOSURE
30 OR LESS	180
35	250
40	320
45	540
50	600
55	660
65	780

**PAVING OPERATIONS ON HIGHWAYS – WORK BY CONTRACTOR:**

ConnDOT Engineer or Supervisor shall be assigned to each project to coordinate the traffic control for paving operations and determine the number of traffic control personnel required.

The District Traffic Representative shall determine the hours of the paving operations and shall coordinate the paving operations with other construction activities in the immediate area. The District Traffic Representative shall be available to assist field forces on traffic control issues and may contact the Division of Traffic Engineering for additional assistance.

When work hours on a particular project have been established, an on-site meeting between ConnDOT and Contractor shall be held two (2) weeks prior to the starting date. If the District Traffic Representative determines that it is necessary, a news release shall be prepared and distributed to the local papers, radio stations, State Police, and municipalities.

**MOVING OPERATIONS - WORK BY STATE FORCES:**

ConnDOT Engineer or Supervisor shall be assigned to each project and shall direct the entire moving operation. If ConnDOT Engineer or Supervisor must leave the operation, a substitute shall be assigned to continue the operation.

All personnel involved in this work shall be instructed by ConnDOT Engineer or Supervisor regarding the proper application of traffic control patterns that shall be used to complete the work.

The first advance warning to the motorist shall be vehicle #1 which shall be located considering ramps, grades, curves, volumes, and speed of the traffic.

**EXHIBIT A**

**DESCRIPTION OF GOODS AND SERVICES**

This vehicle shall not restrict any portion of the travelway on multilane highways, except as noted on plans.

All vehicles shall have the appropriate illuminated warning devices.

**INSTALLING AND REMOVING TRAFFIC CONTROL PATTERNS**

Lane Closures shall be installed beginning with the advanced warning signs and proceeding forward toward the work area.

Lane Closures shall be removed in the reverse order, beginning at the work area, or end of the traffic control pattern, and proceeding back toward the advanced warning signs.

**USE OF TRUCK MOUNTED IMPACT ATTENUATOR VEHICLES (TMAs)**

On limited access, high volume roadways, a TMA shall be placed prior to the first work area in the traffic control pattern. If there are multiple work areas within the same pattern, then additional TMAs may be positioned at each additional work area in the pattern as needed.

TMAs shall be positioned a sufficient distance prior to the workers or equipment being protected to allow for appropriate vehicle roll-ahead in the event that the TMA is hit, but not so far that an errant vehicle could travel around the TMA and into the work area.

**TRAFFIC CONES**

Traffic Cones shall be fluorescent orange PVC with 6" and 4" white retroreflective collars. Traffic cones shall be 36" minimum in height and 12 lbs. minimum in weight with the following approximate dimensions: 14" square base, 2 ¼" top O.D., 10 ½" bottom O.D.

**EXHIBIT A**  
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NOTES FOR TRAFFIC CONTROL PLANS

1. IF A TRAFFIC STOPPAGE OCCURS IN ADVANCE OF SIGN (A), THEN THE INSTALLATION OF AN ADDITIONAL SIGN (A) IN ADVANCE OF THE STOPPAGE SHOULD BE CONSIDERED.
2. SIGNS (AA), (A) AND (D) SHOULD BE OMITTED WHEN THESE SIGNS HAVE ALREADY BEEN INSTALLED TO DESIGNATE A LARGER WORK ZONE THAN THE WORK ZONE THAT IS ENCOMPASSED ON THIS PLAN.
3. SEE TABLE #1 FOR ADJUSTMENT OF TAPERS IF NECESSARY.
4. A CHANGEABLE MESSAGE SIGN MAY BE UTILIZED ONE HALF TO ONE MILE IN ADVANCE OF THE LANE CLOSURE TAPER.
5. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 72 HOURS, THEN TRAFFIC DRUMS SHALL BE USED IN PLACE OF TRAFFIC CONES.
6. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 36 HOURS, THEN ANY LEGAL SPEED LIMIT SIGNS WITHIN THE LIMITS OF A ROADWAY / LANE CLOSURE AREA WILL BE COVERED WITH AN OPAQUE MATERIAL WHILE THE CLOSURE IS IN EFFECT AND UNCOVERED WHEN THE ROADWAY / LANE CLOSURE IS REOPENED TO ALL LANES OF TRAFFIC.
7. IF THIS PLAN REMAINS IN CONTINUOUS OPERATION FOR MORE THAN 36 HOURS, THEN THE EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ERADICATED OR COVERED AND TEMPORARY PAVEMENT MARKINGS THAT DEPICT THE PROPER TRAVEL PATHS SHALL BE INSTALLED.
8. DISTANCES BETWEEN SIGNS IN THE ADVANCE WARNING AREA MAY BE REDUCED TO 200' ON LOW SPEED URBAN ROADS (SPEED LIMIT < 40 MPH).
9. FOR SHORT DURATION OPERATIONS, 4 TRUCK MOUNTED ATTENUATOR UNITS MAY BE USED TO CREATE THE TAPER IN LIEU OF TRAFFIC CONES/DRUMS.
10. FOR THE INSTALLATION OF PAVEMENT MARKINGS, VEHICLE 1 SHALL HAVE A SIGN WITH THE LEGEND "LINE PAINTING".



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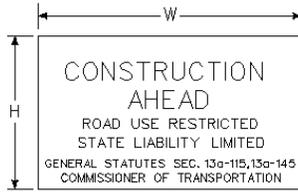
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DIVISION OF TRAFFIC ENGINEERING

MAINTENANCE  
TRAFFIC CONTROL PLAN  
NOTES

**EXHIBIT A**

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SERIES 16 SIGNS



		W	H
16-E	80-1605	84"	60"
16-H	80-1608	60"	42"
16-M	80-1613	30"	24"

		W	H
16-S	80-1619	48"	30"

THE 16-S SIGN SHALL BE USED ON ALL PROJECTS THAT REQUIRE SIDEWALK RECONSTRUCTION OR RESTRICT PEDESTRIAN TRAVEL ON AN EXISTING SIDEWALK.

SERIES 16 SIGNS SHALL BE INSTALLED IN ADVANCE OF THE TRAFFIC CONTROL PATTERNS TO ALLOW MOTORISTS THE OPPORTUNITY TO AVOID A WORK ZONE. SERIES 16 SIGNS SHALL BE INSTALLED ON ANY MAJOR INTERSECTING ROADWAYS THAT APPROACH THE WORK ZONE. ON LIMITED- ACCESS HIGHWAYS, THESE SIGNS SHALL BE LOCATED IN ADVANCE OF THE NEAREST UPSTREAM EXIT RAMP AND ON ANY ENTRANCE RAMP PRIOR TO OR WITHIN THE WORK ZONE LIMITS.

THE LOCATION OF SERIES 16 SIGNS SHOULD BE INSTALLED AS DIRECTED BY THE ENGINEER OR SUPERVISOR, OR MAY BE FOUND ELSEWHERE IN THE PLANS.

IF SIGNS ARE TO BE POST MOUNTED THEN:

SIGN 16-E OR 16-H SHALL BE USED ON ALL EXPRESSWAYS.

SIGN 16-H OR 16-M SHALL BE USED ON ALL RAMP, OTHER STATE ROADWAYS, AND MAJOR TOWN/CITY ROADWAYS.

SIGN 16-M SHALL BE USED ON OTHER TOWN ROADWAYS.

IF SIGNS ARE TO BE MOUNTED ON PORTABLE SUPPORTS, THEN SIGN 16-M SHALL BE USED.

REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED"

THE REGULATORY SIGN "ROAD WORK AHEAD, FINES DOUBLED" SHALL BE INSTALLED FOR ALL WORK ZONES THAT OCCUR ON ANY STATE HIGHWAY IN CONNECTICUT WHEN THERE ARE WORKERS ON THE HIGHWAY OR WHEN THERE IS OTHER THAN EXISTING TRAFFIC OPERATIONS. THE "ROAD WORK AHEAD, FINES DOUBLED" REGULATORY SIGNS SHALL NOT BE INSTALLED ON TOWN ROADS.

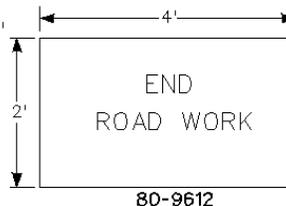
THE "ROAD WORK AHEAD FINES DOUBLED" REGULATORY SIGN SHALL BE PLACED AFTER THE SERIES 16 SIGN AND IN ADVANCE OF THE "ROAD WORK AHEAD" SIGN.



		W	H
31-1906		48"	42"

"END ROAD WORK" SIGN

THE LAST SIGN IN THE PATTERN MUST BE THE "END ROAD WORK" SIGN.



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TRAFFIC CONTROL PLAN

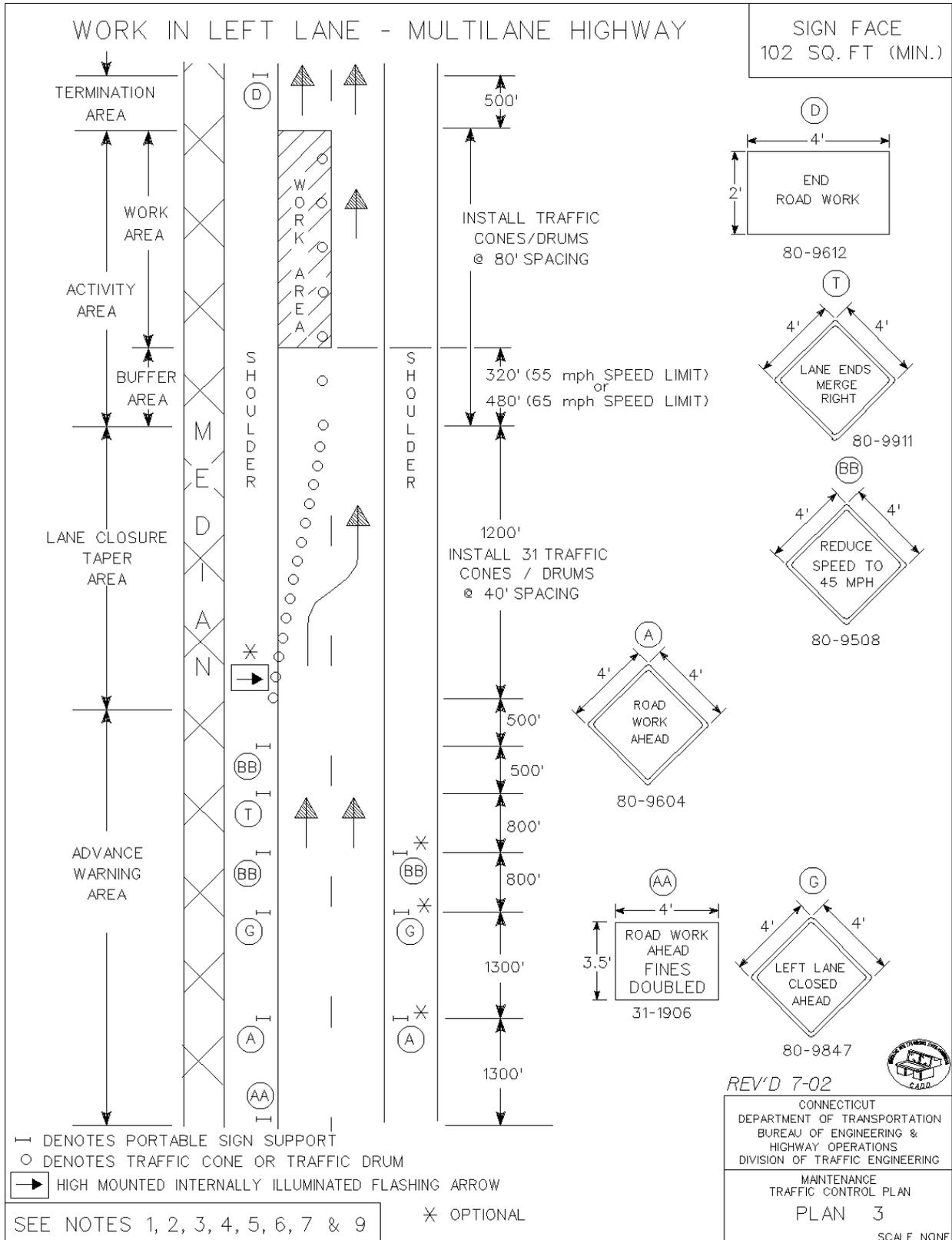
REQUIRED SIGNS





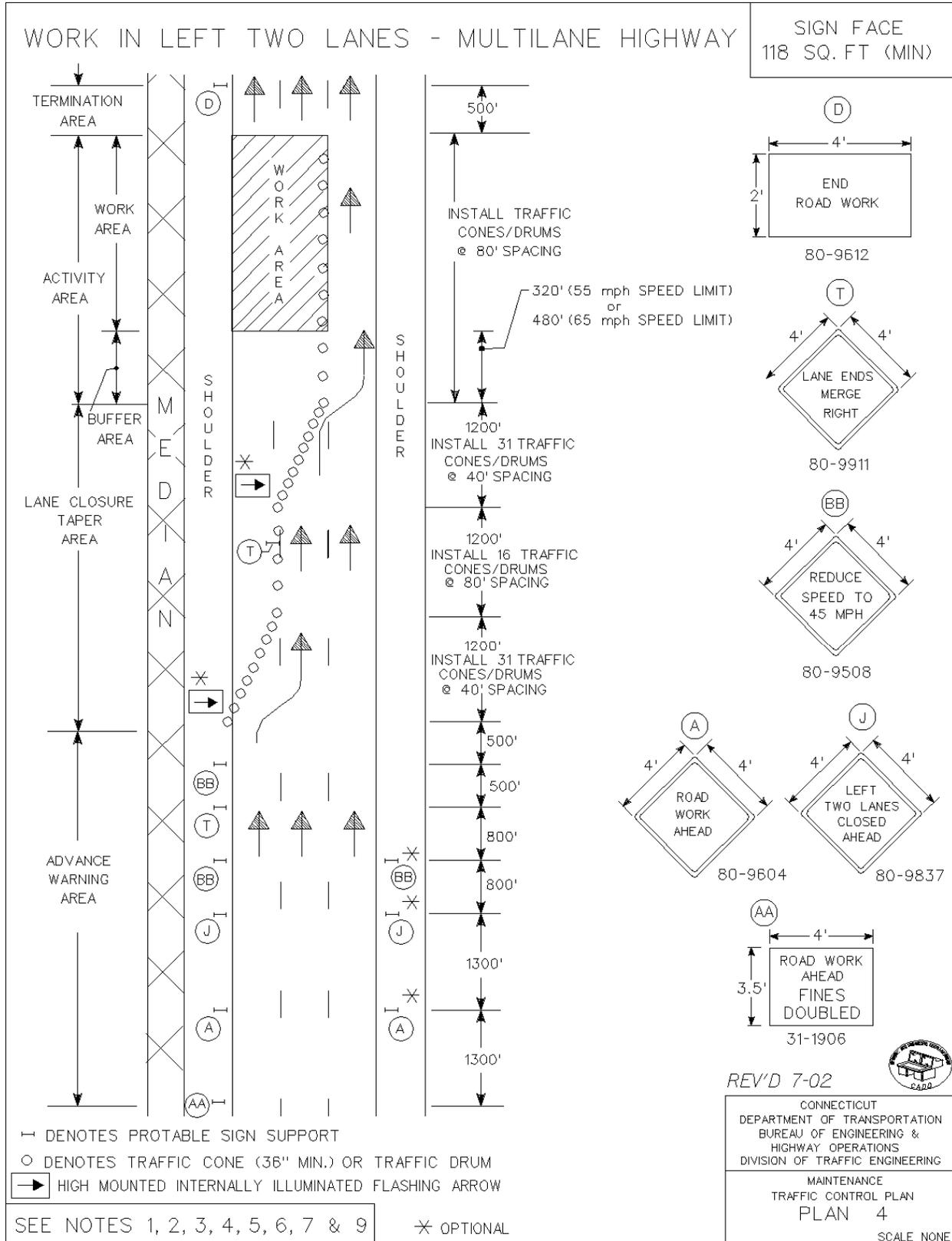
**EXHIBIT A**

**DESCRIPTION OF GOODS AND SERVICES**

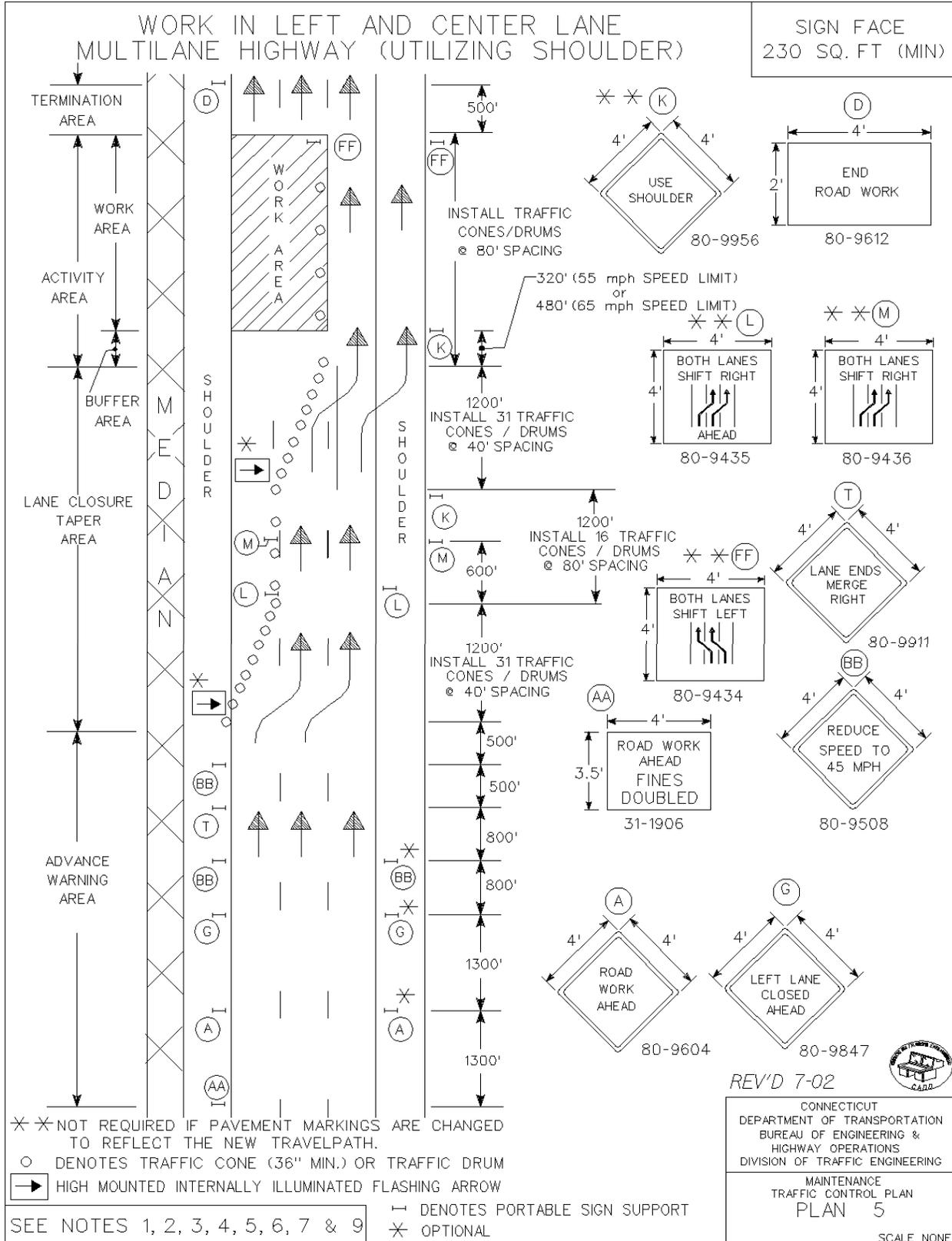


### EXHIBIT A

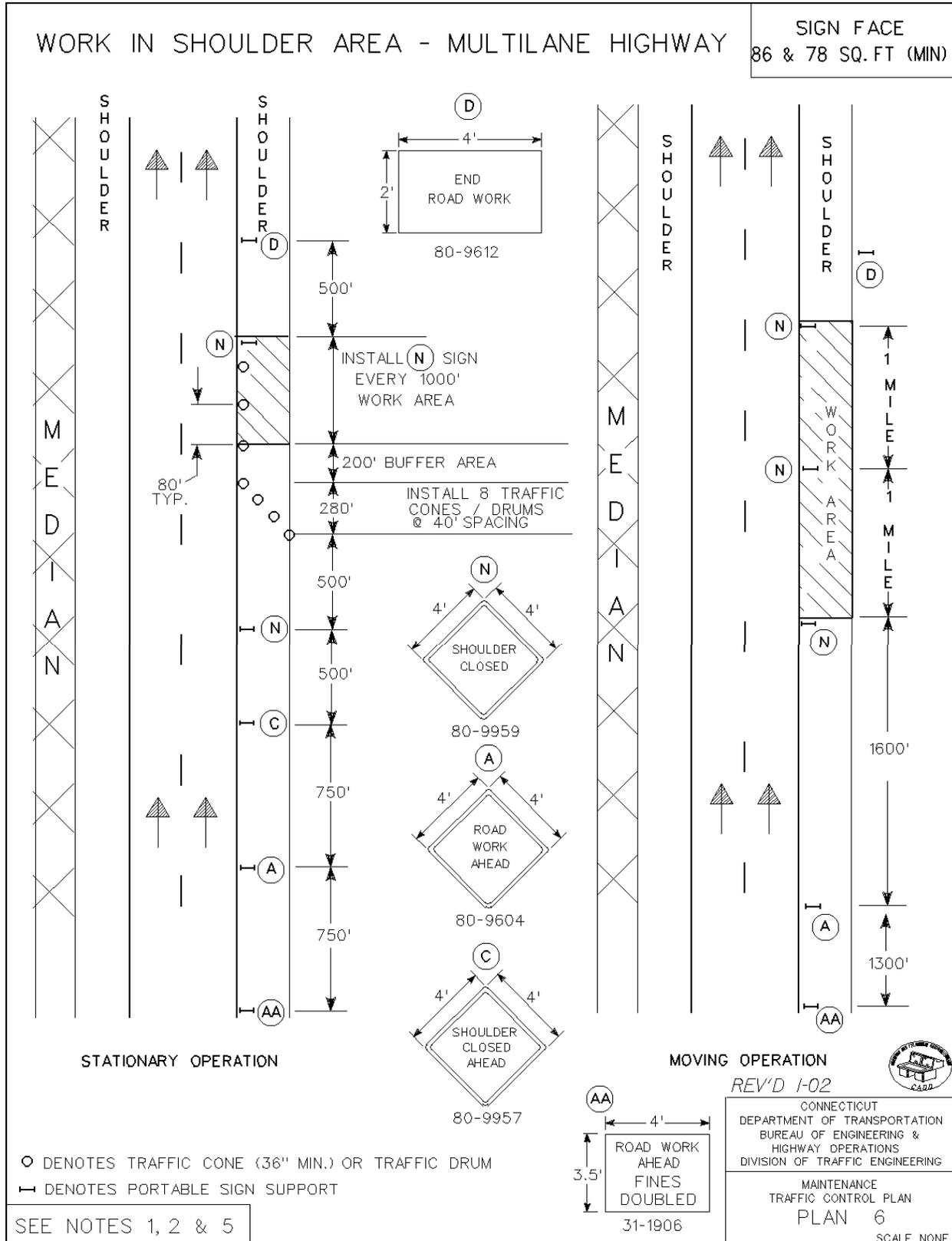
## DESCRIPTION OF GOODS AND SERVICES



### EXHIBIT A DESCRIPTION OF GOODS AND SERVICES

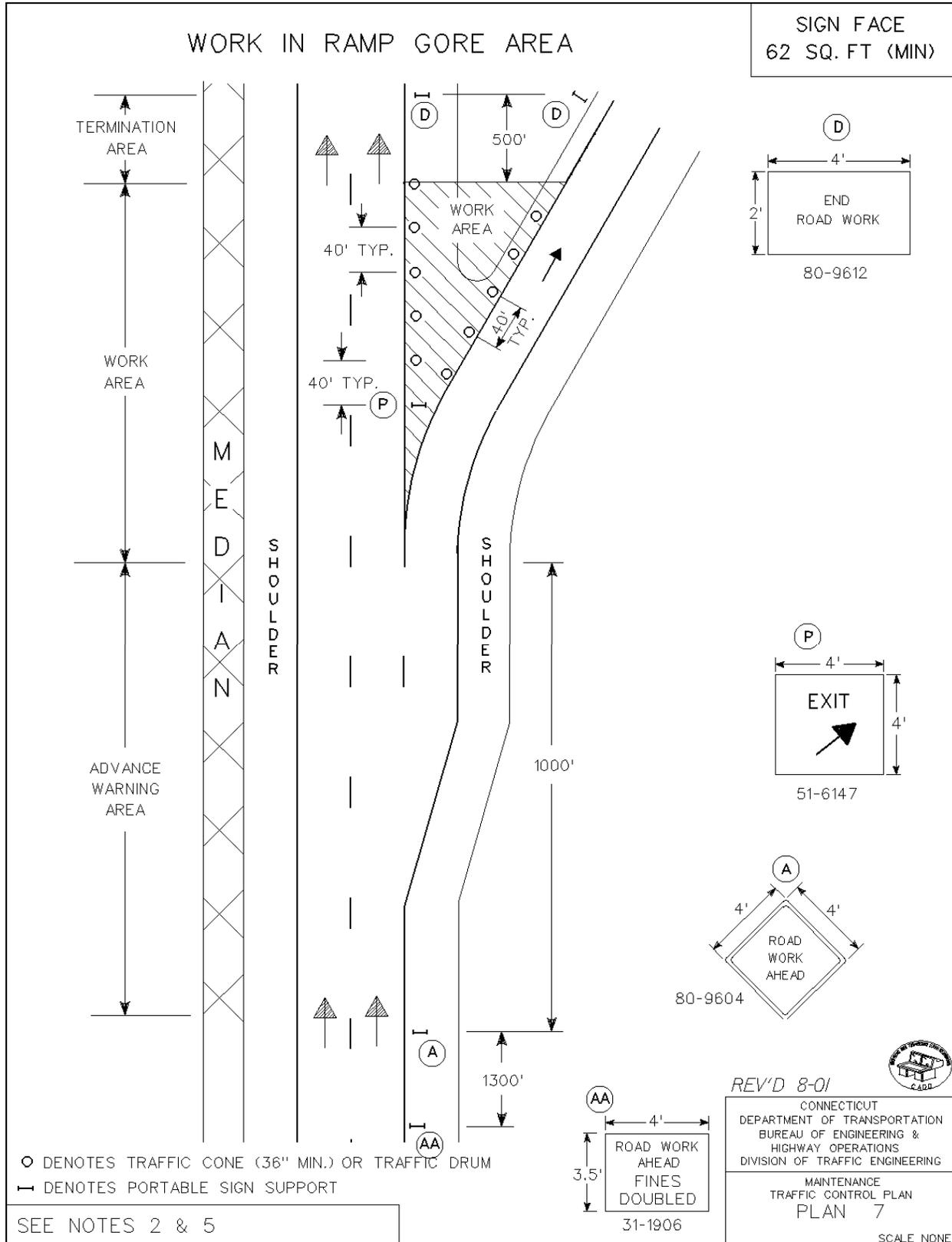


### EXHIBIT A DESCRIPTION OF GOODS AND SERVICES



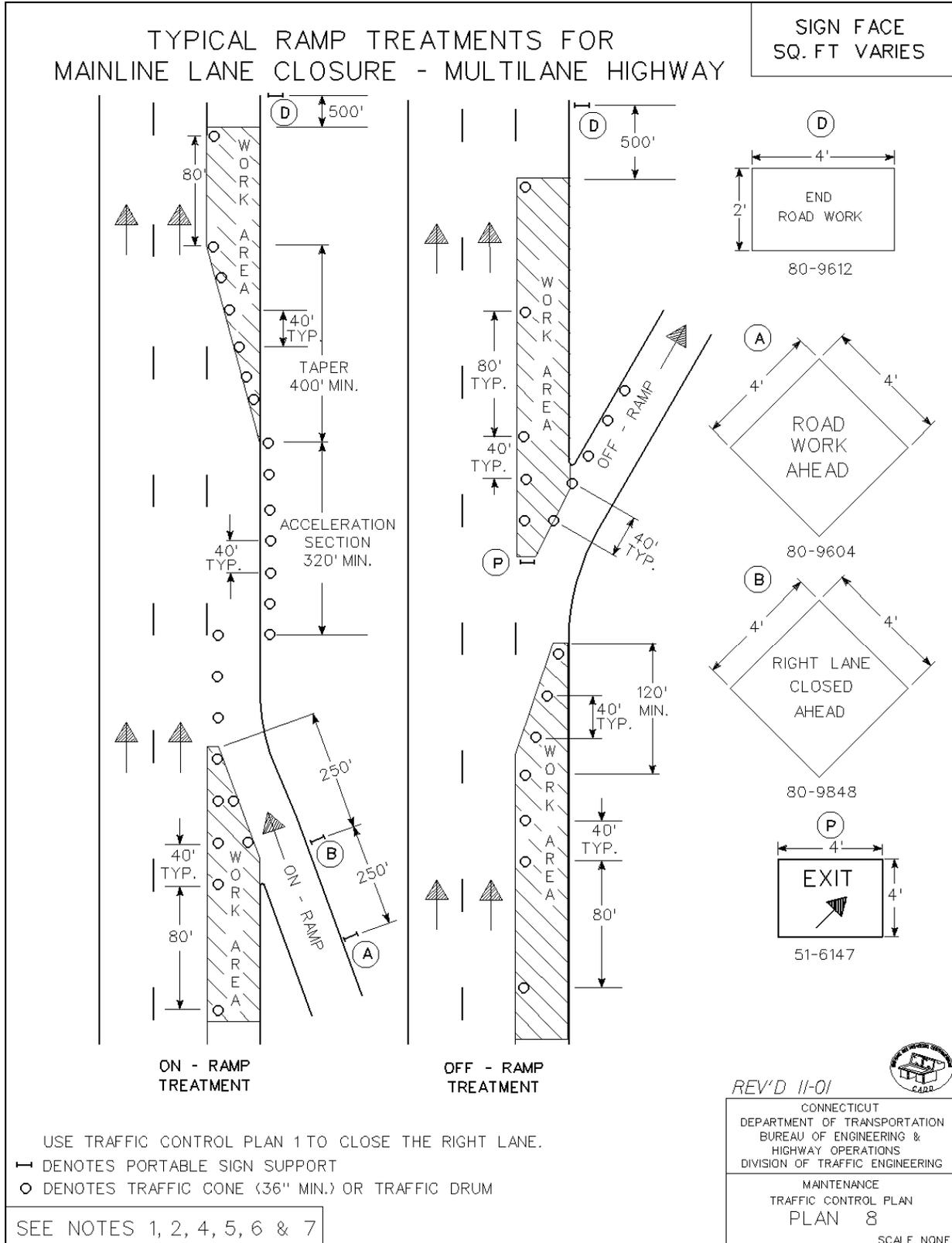
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## DESCRIPTION OF GOODS AND SERVICES



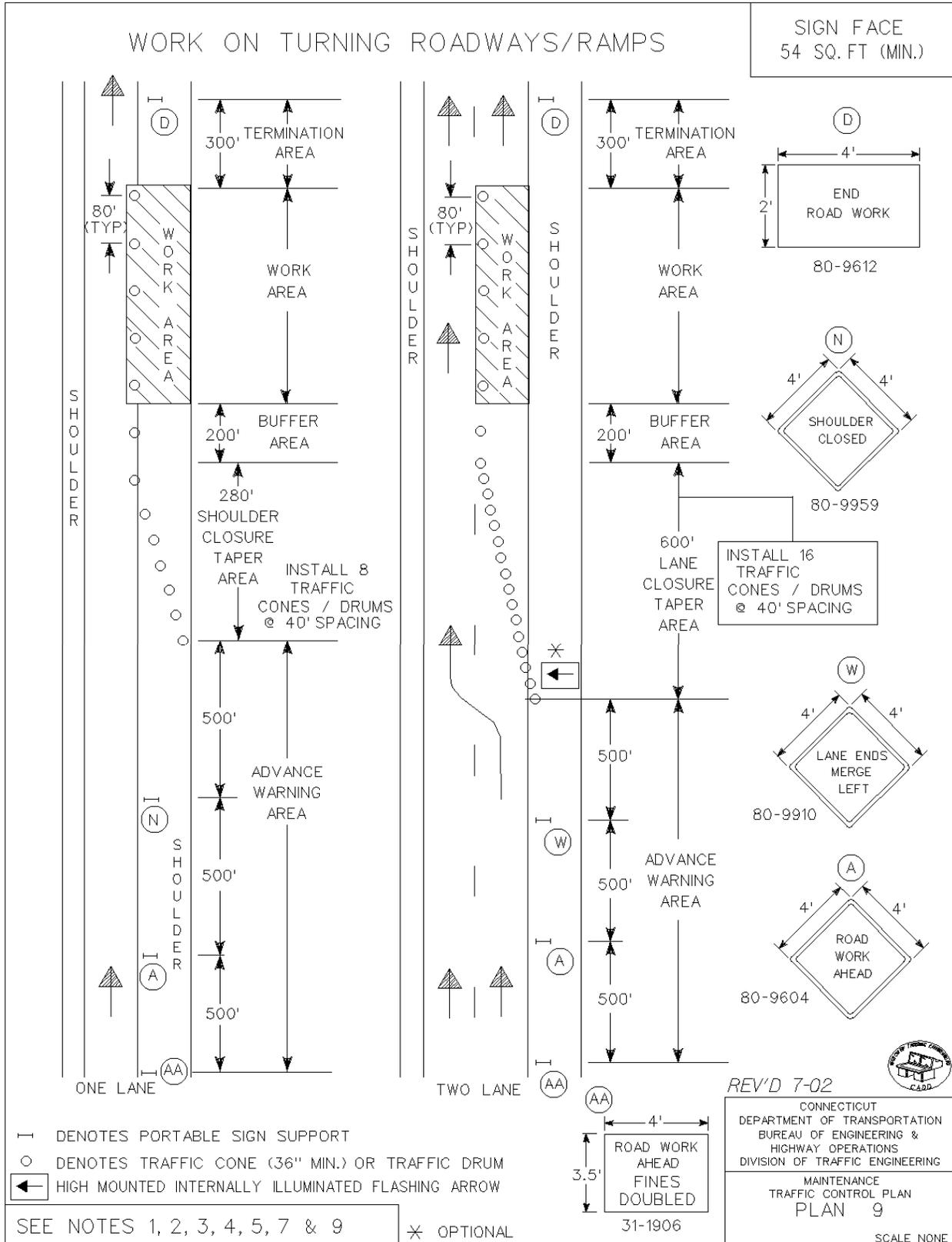
**EXHIBIT A**

**DESCRIPTION OF GOODS AND SERVICES**



**EXHIBIT A**

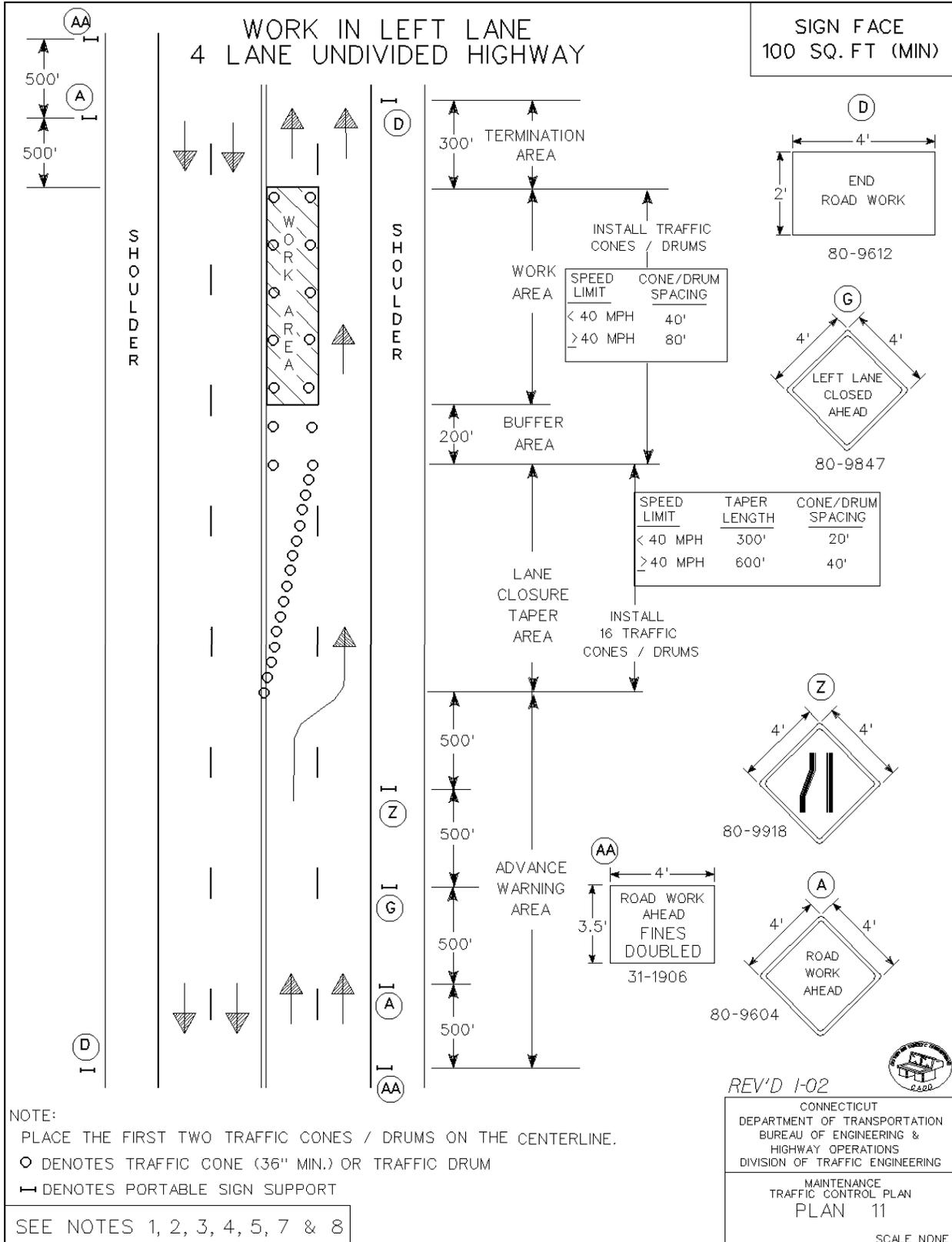
**DESCRIPTION OF GOODS AND SERVICES**





## EXHIBIT A

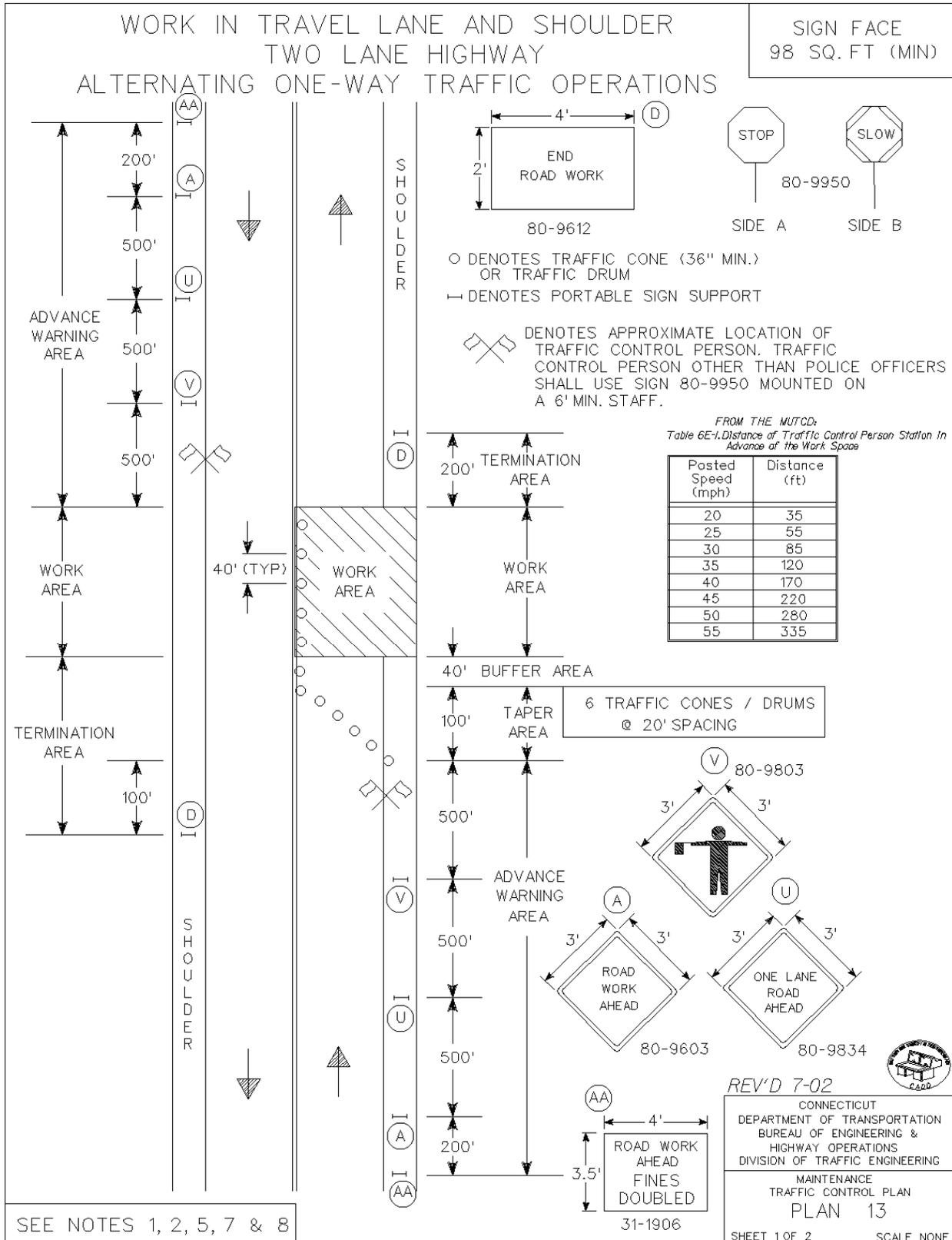
### DESCRIPTION OF GOODS AND SERVICES





## EXHIBIT A

### DESCRIPTION OF GOODS AND SERVICES



**EXHIBIT A**

**DESCRIPTION OF GOODS AND SERVICES**

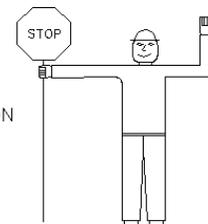
WORK IN TRAVEL LANE AND SHOULDER  
TWO LANE HIGHWAY  
ALTERNATING ONE-WAY TRAFFIC OPERATIONS

HAND SIGNAL METHODS TO BE USED BY TRAFFIC CONTROL PERSONS

THE FOLLOWING METHODS FROM SECTION 6E.04 TRAFFIC CONTROL PERSON PROCEDURES IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SHALL BE USED BY TRAFFIC CONTROL PERSONS WHEN DIRECTING TRAFFIC THROUGH A WORK AREA. THE STOP/SLOW SIGN PADDLE ( SIGN NO. 80-9950) SHOWN ON THE TYPICAL DETAIL SHEET ENTITLED "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" SHALL BE USED.

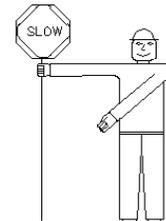
A. TO STOP TRAFFIC

TO STOP ROAD USERS, THE TRAFFIC CONTROL PERSON SHALL FACE ROAD USERS AND AIM THE STOP PADDLE FACE TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FREE ARM SHALL BE HELD WITH THE PALM OF THE HAND ABOVE SHOULDER LEVEL TOWARD APPROACHING TRAFFIC.



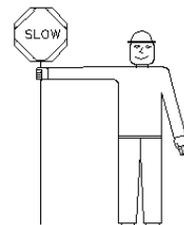
B. TO DIRECT TRAFFIC TO PROCEED

TO DIRECT STOPPED ROAD USERS TO PROCEED, THE TRAFFIC CONTROL PERSON SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE TRAFFIC CONTROL PERSON SHALL MOTION WITH THE FREE HAND FOR ROAD USERS TO PROCEED.



C. TO ALERT OR SLOW TRAFFIC

TO ALERT OR SLOW TRAFFIC, THE TRAFFIC CONTROL PERSON SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. TO FURTHER ALERT OR SLOW TRAFFIC, THE TRAFFIC CONTROL PERSON HOLDING THE SLOW PADDLE FACE TOWARD ROAD USERS MAY MOTION UP AND DOWN WITH THE FREE HAND, PALM DOWN.



SEE NOTES 1, 2, 5, 7 & 8



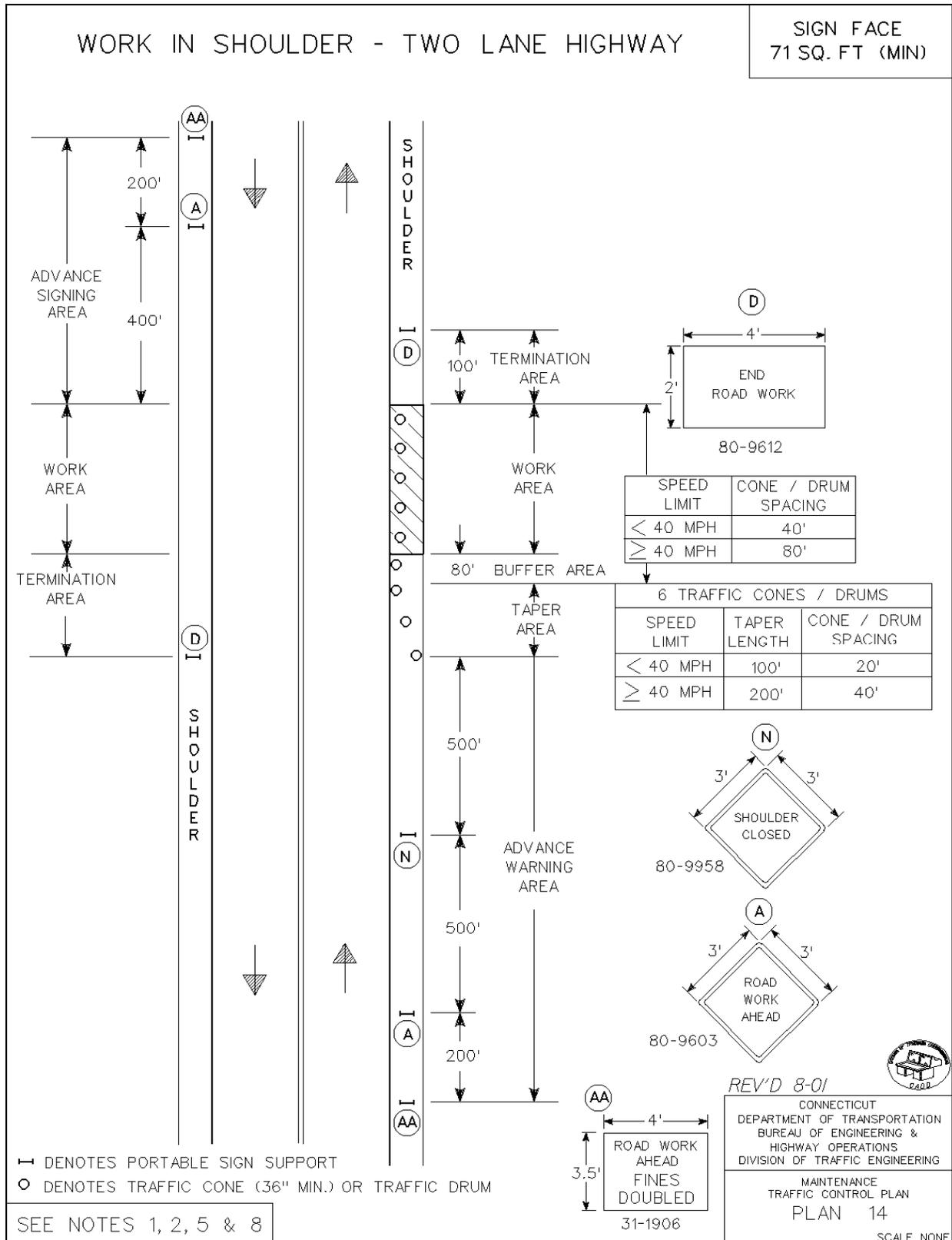
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DIVISION OF TRAFFIC ENGINEERING

MAINTENANCE  
TRAFFIC CONTROL PLAN  
PLAN 13  
SHEET 2 OF 2 SCALE NONE

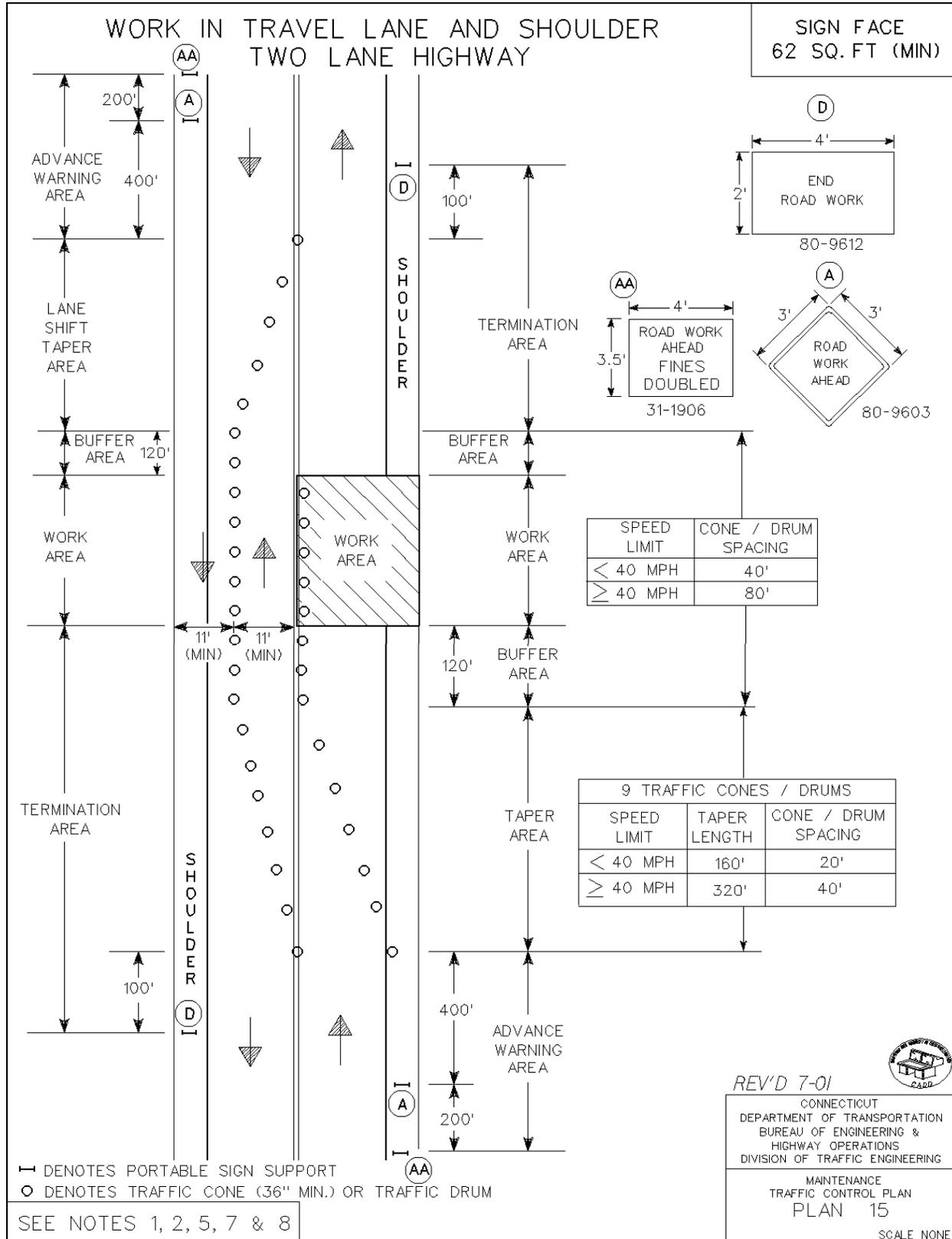
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### DESCRIPTION OF GOODS AND SERVICES



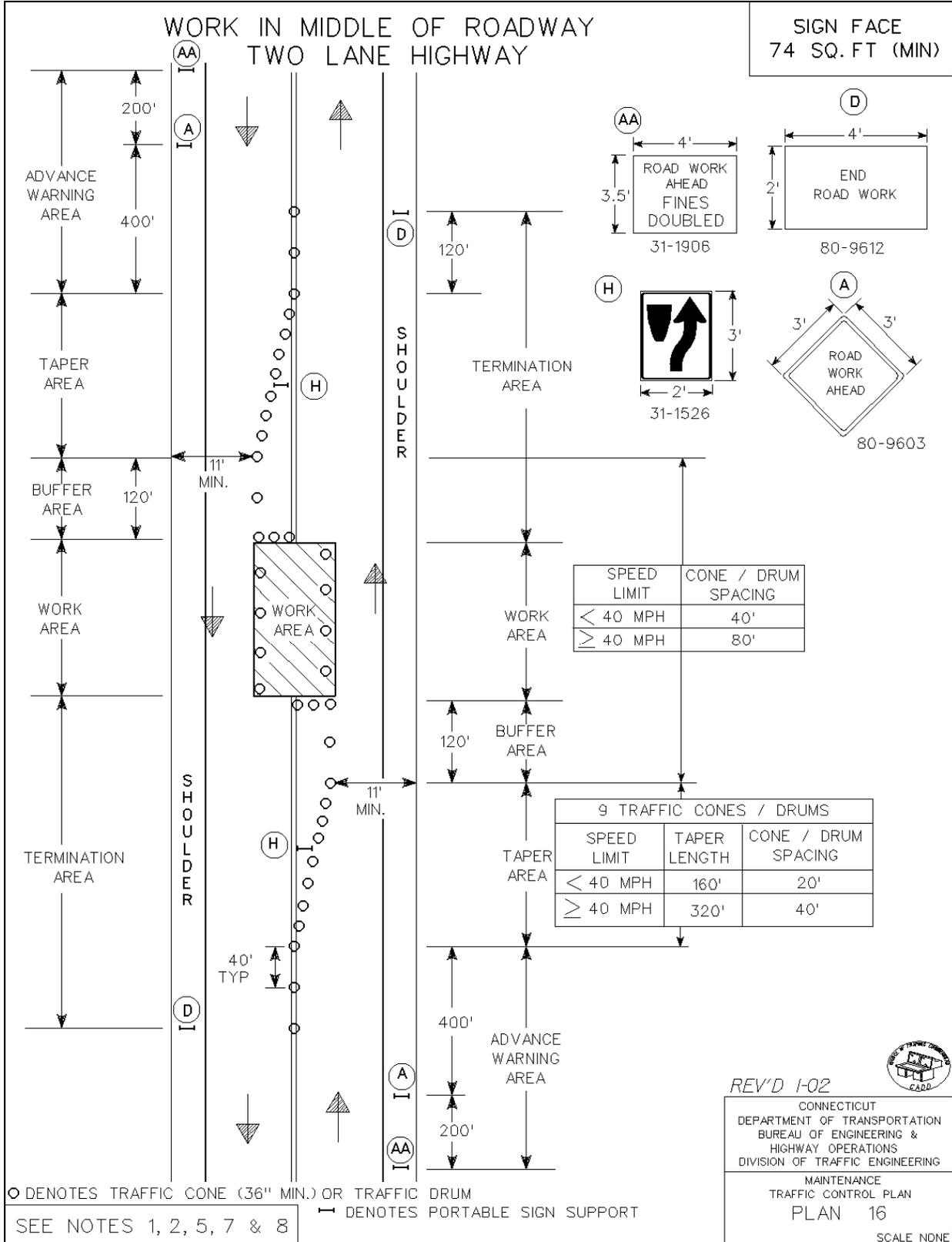
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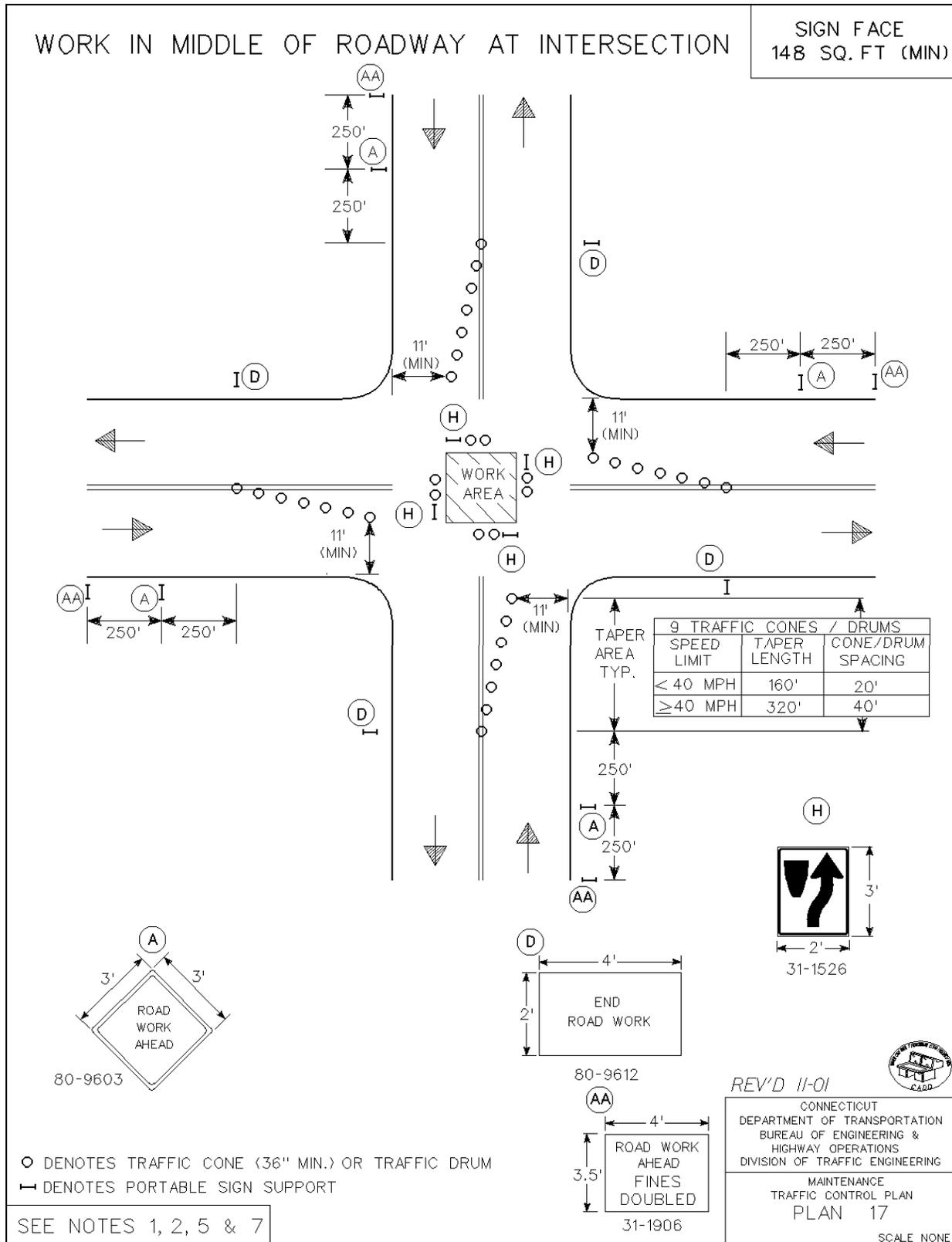
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## DESCRIPTION OF GOODS AND SERVICES

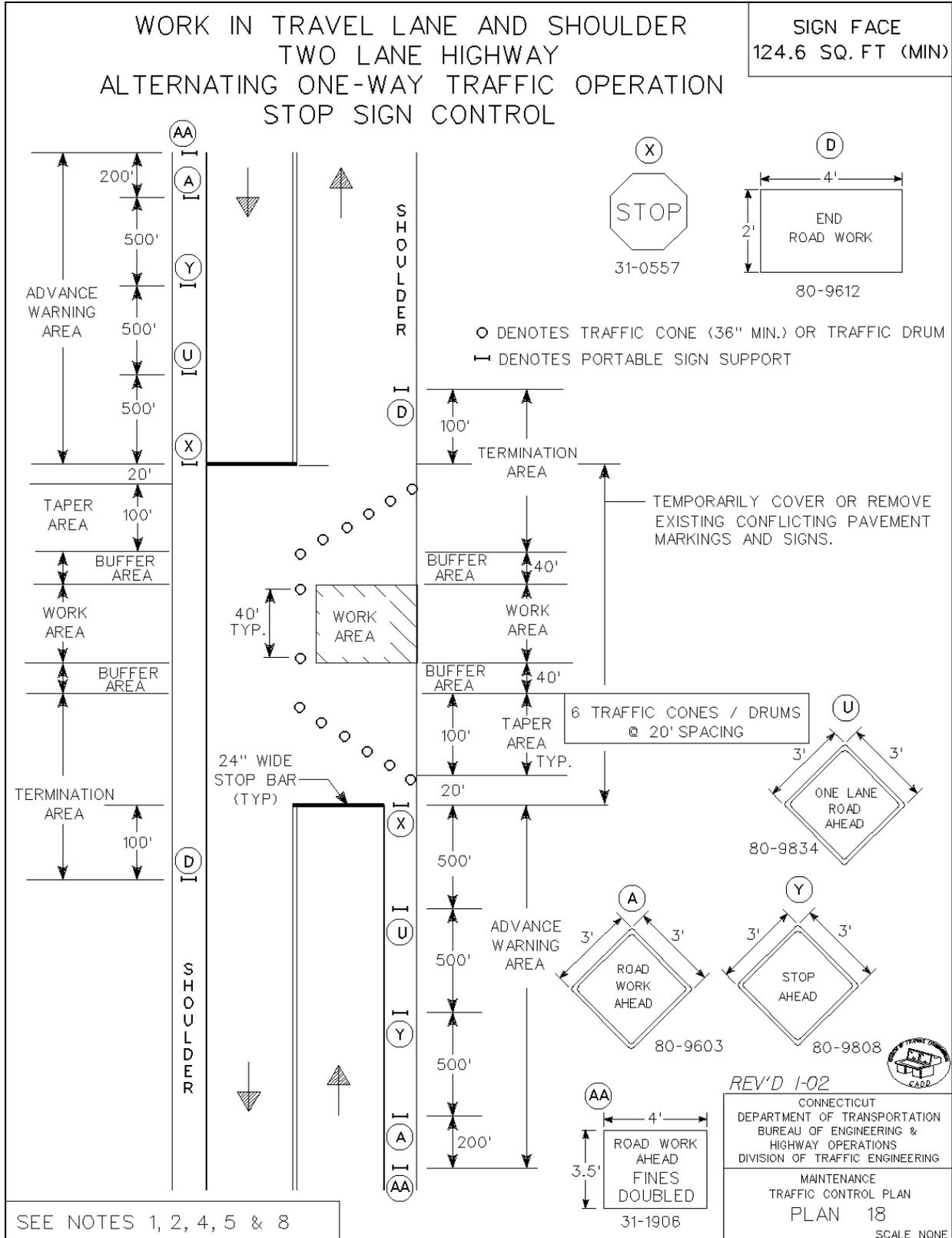


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#### DESCRIPTION OF GOODS AND SERVICES

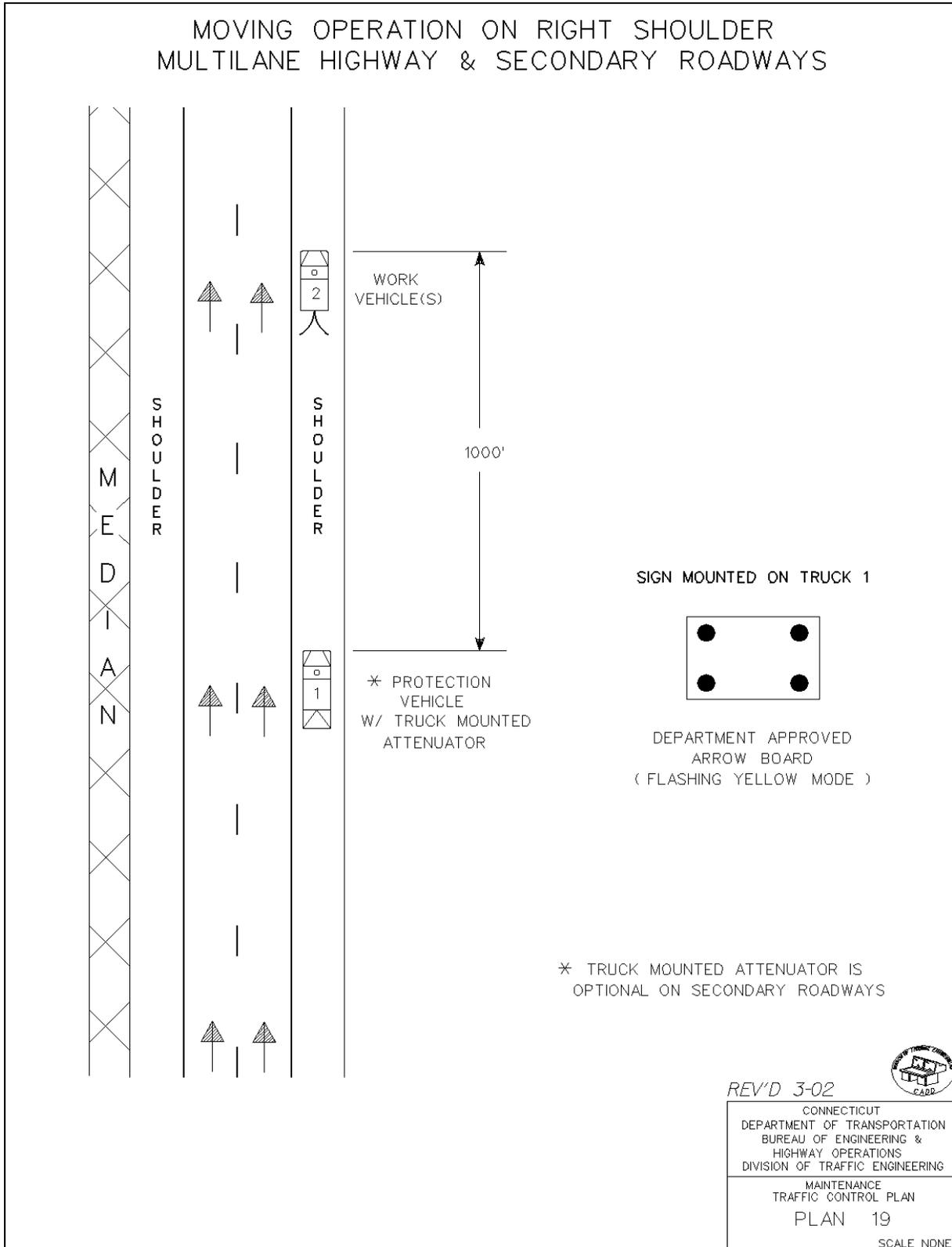


**EXHIBIT A**  
**DESCRIPTION OF GOODS AND SERVICES**

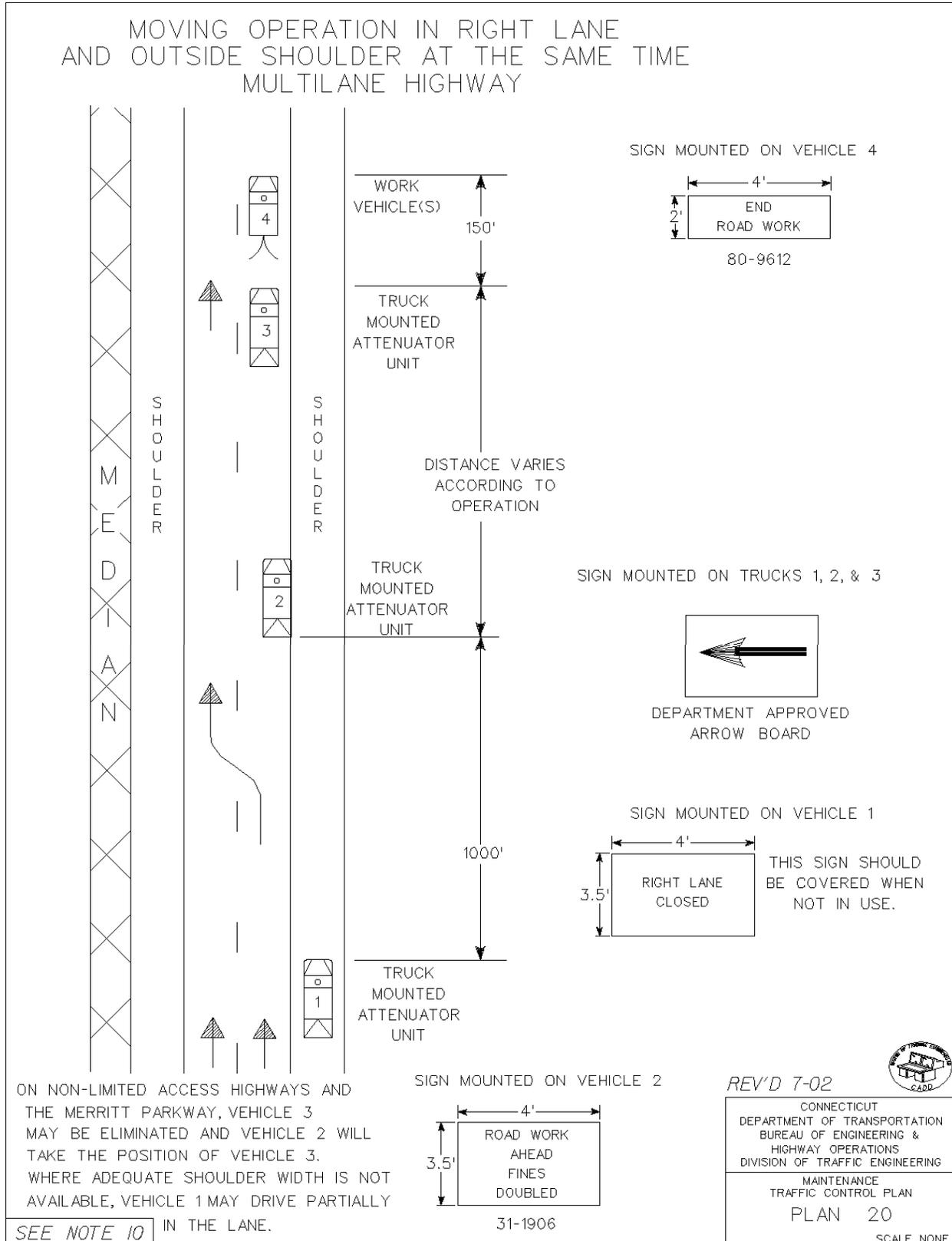


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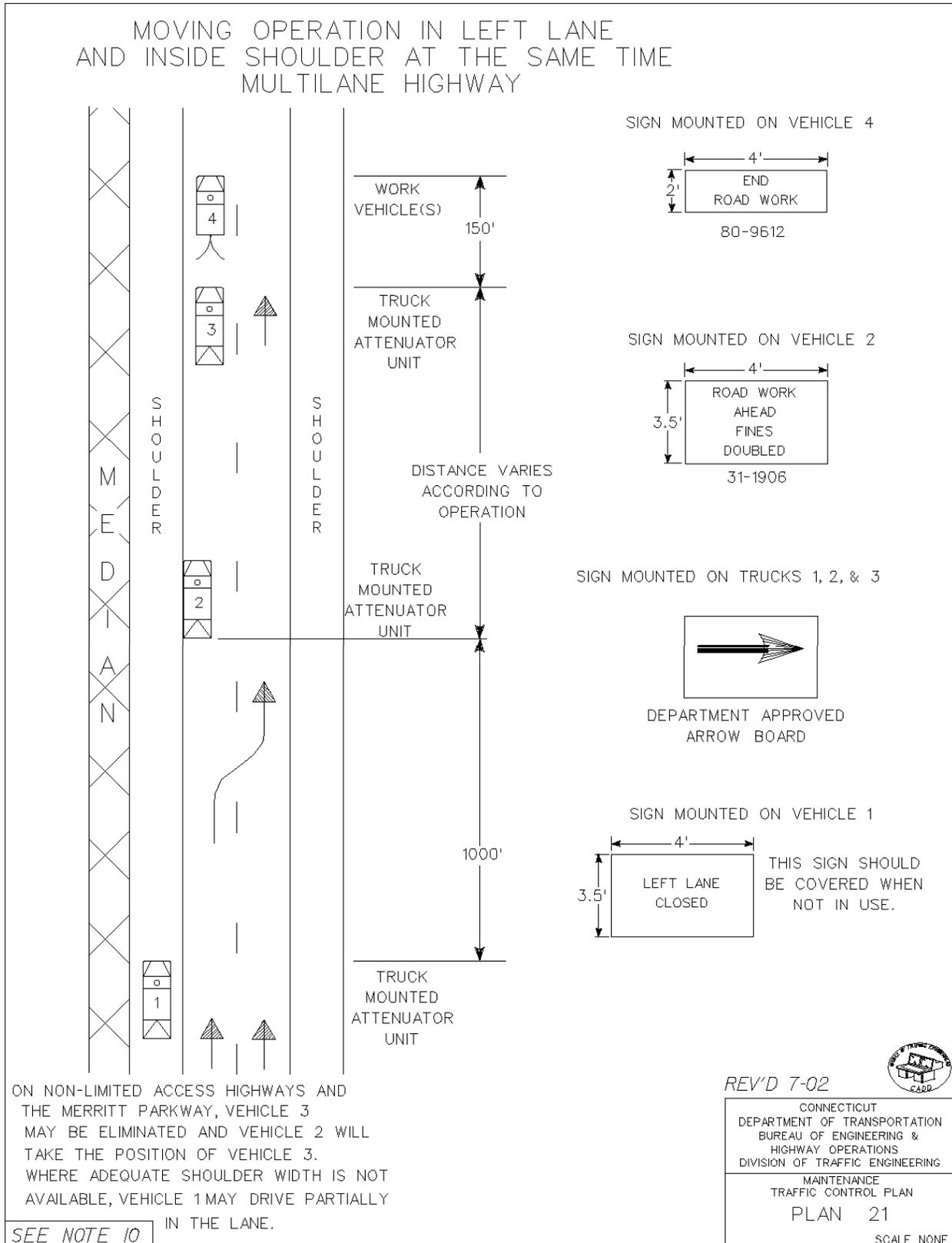


**EXHIBIT A**  
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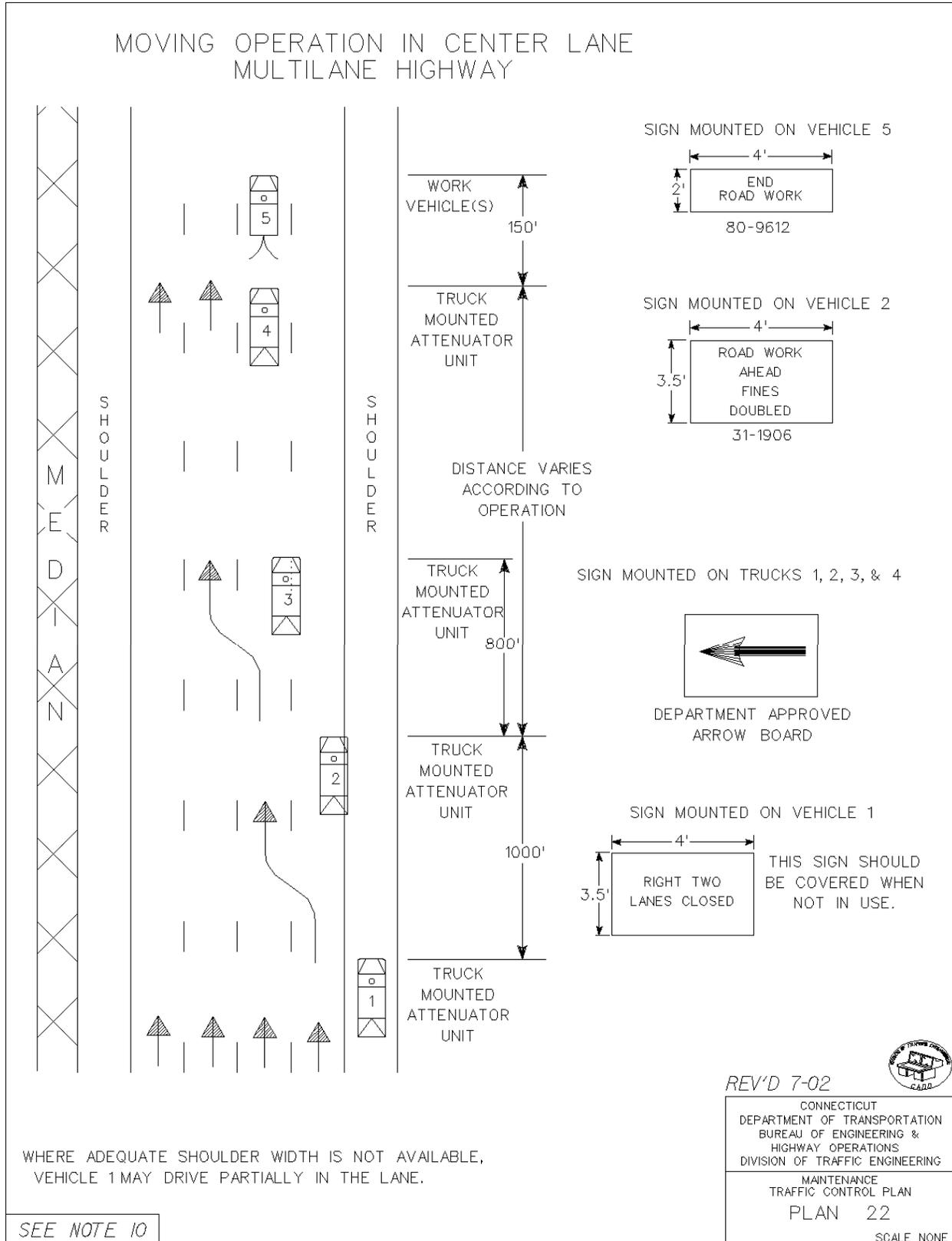
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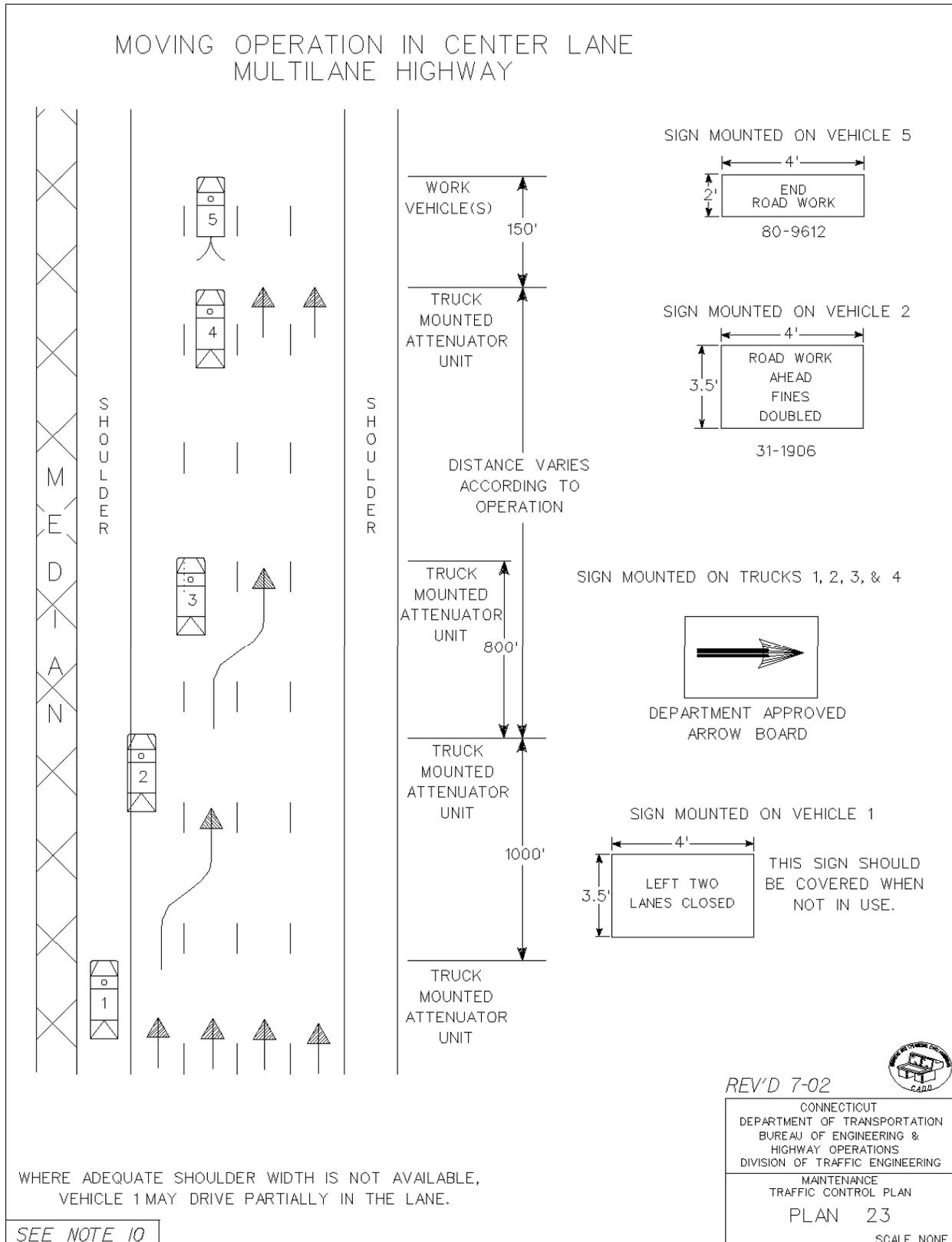


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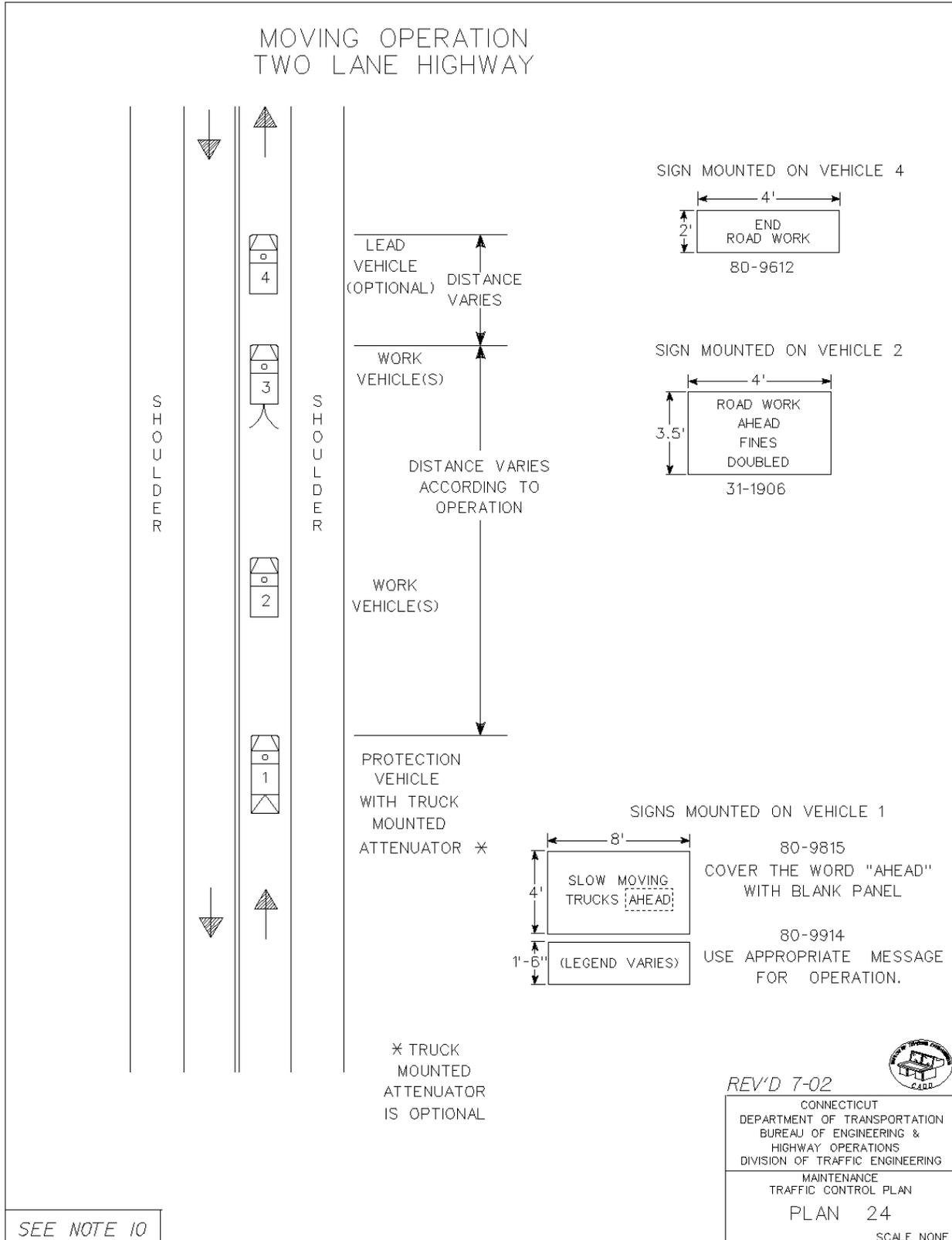


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## EXHIBIT A

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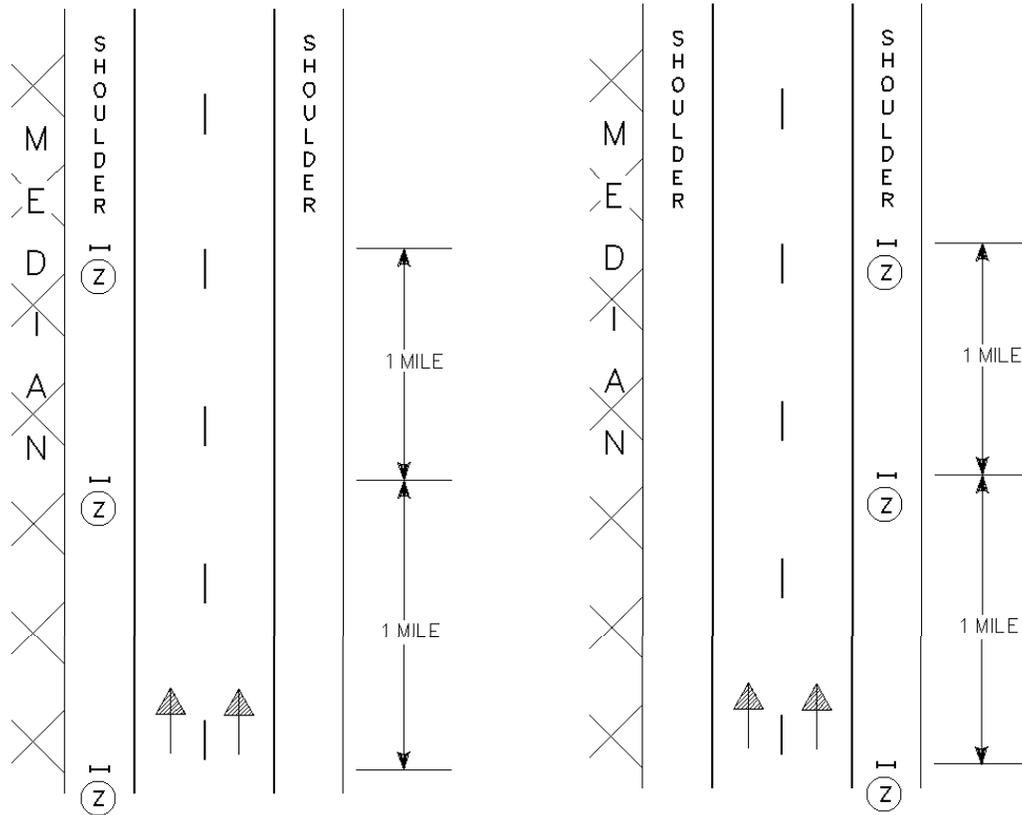


**EXHIBIT A**

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**MOWING OPERATION - MULTILANE HIGHWAY**

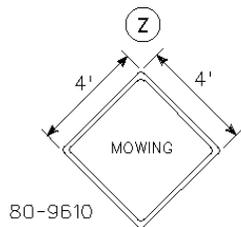
FOR EQUIPMENT ON THE ROADWAY, ROADSIDE  
OR ON THE MEDIAN COMPLETELY OFF THE ROADWAY



**MOWING IN MEDIAN**

**MOWING RIGHT OF TRAVELWAY**

INSTALL "MOWING" SIGNS ON OPPOSITE TRAVELWAY MEDIAN SHOULDER AS SHOWN ABOVE.



WHEN MOWING FROM A TRAVEL LANE, USE BACK UP VEHICLES 1, 2 & 3 AS SHOWN ON PLANS 20 & 21 TO PROTECT MOWING OPERATIONS. WHEN MOWING EQUIPMENT MUST USE THE TRAVELWAY TO GET AROUND AN OBSTACLE, USE BACKUP VEHICLES 2 & 3 ONLY. THE BACKUP VEHICLES MUST REMAIN OFF THE ROADWAY UNTIL MOWING EQUIPMENT IS READY TO GET OUT ONTO THE TRAVELWAY. THE DISTANCE BETWEEN VEHICLE 3 AND THE MOWING EQUIPMENT IS TO BE 200 FEET.

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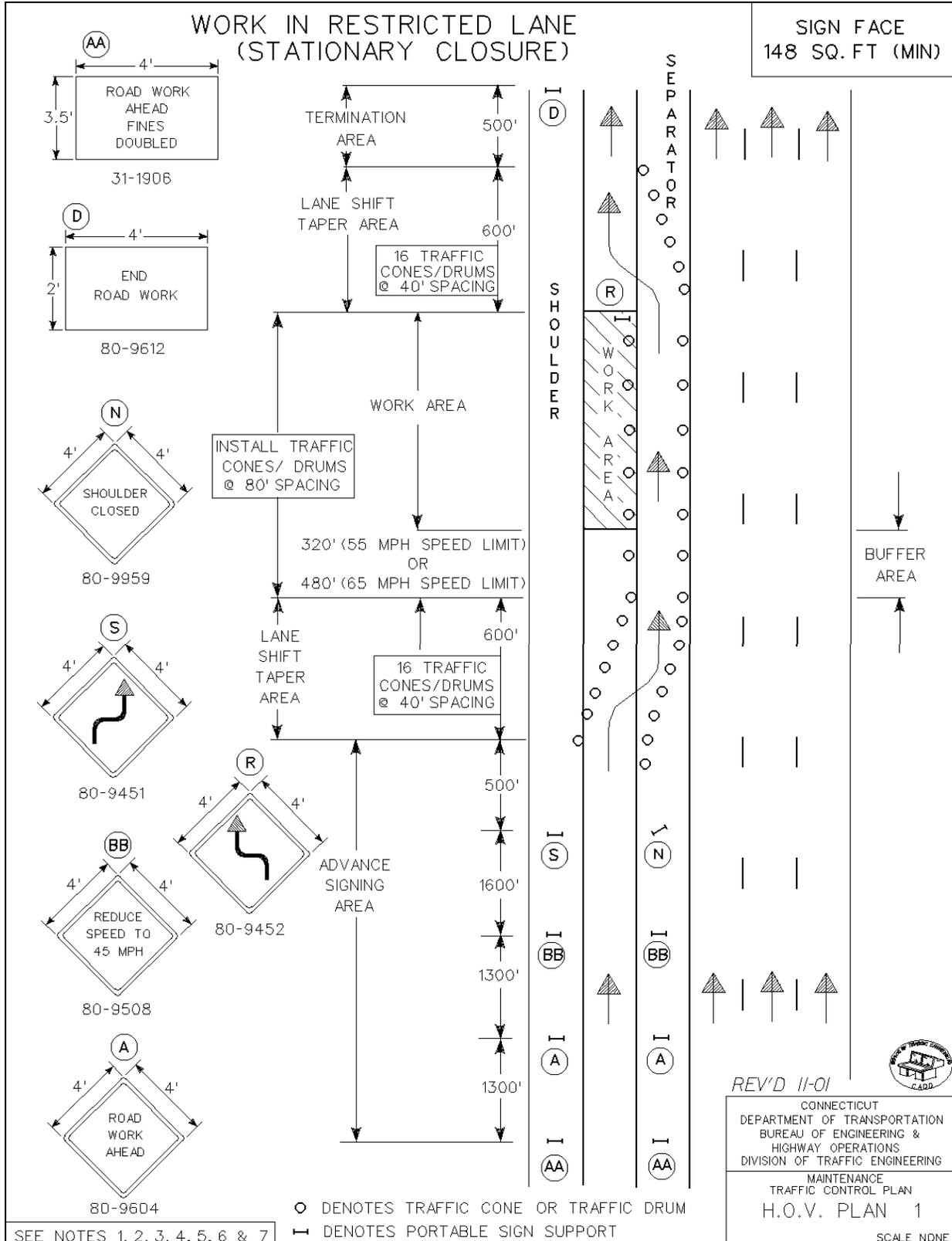
MAINTENANCE  
TRAFFIC CONTROL PLAN

PLAN 25

SCALE NONE

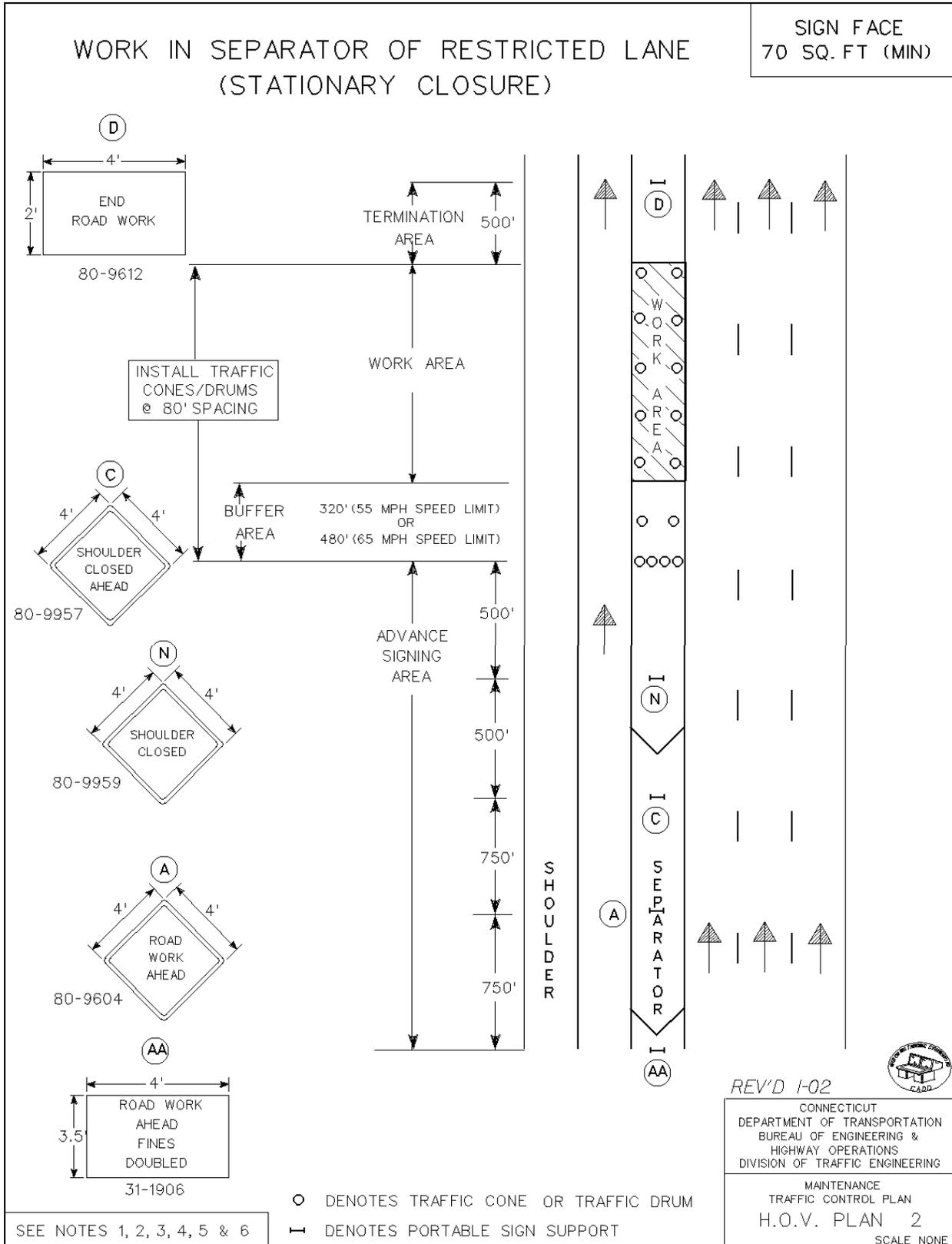
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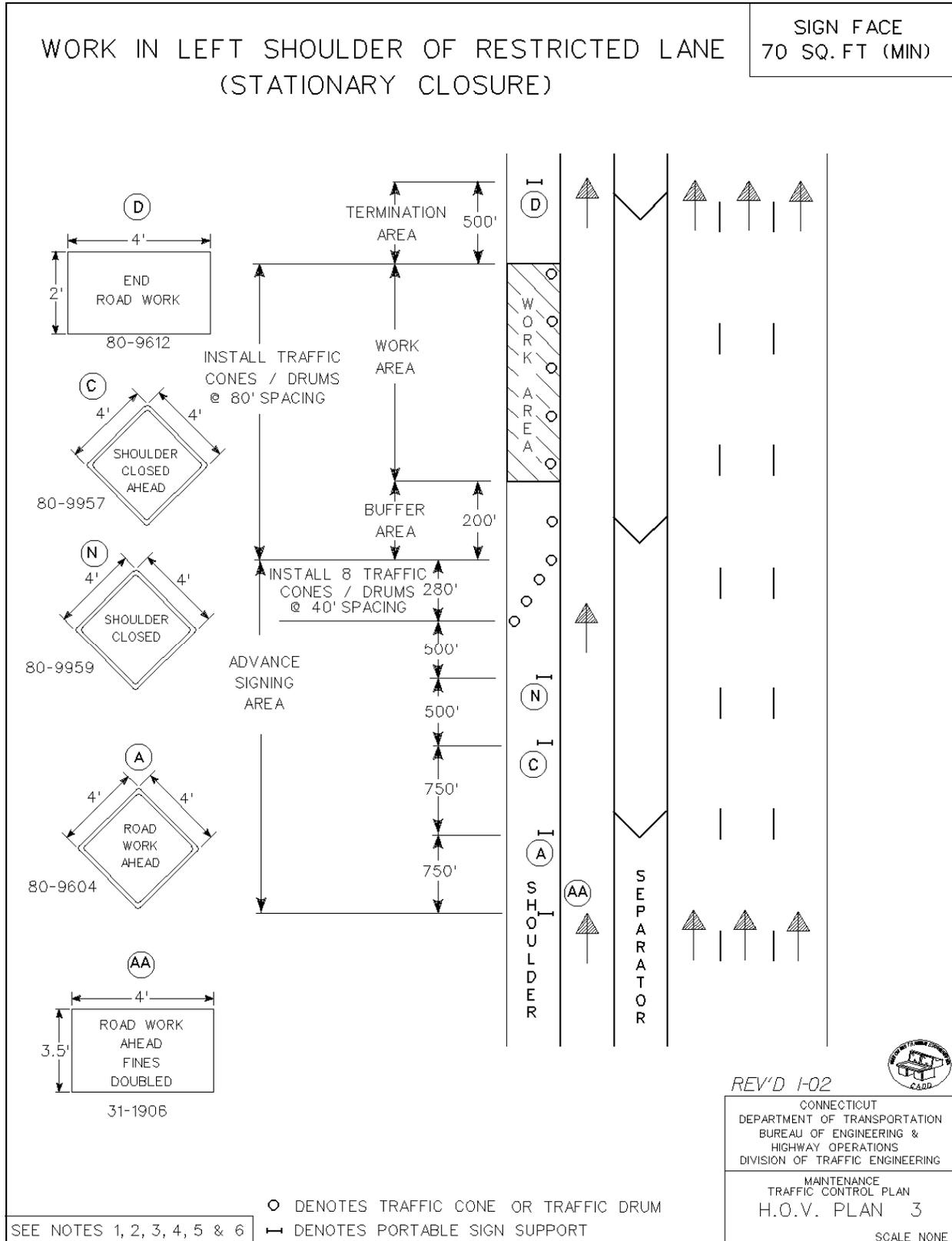
**EXHIBIT A**

**DESCRIPTION OF GOODS AND SERVICES**



**EXHIBIT A**

**DESCRIPTION OF GOODS AND SERVICES**



**EXHIBIT A**  
**DESCRIPTION OF GOODS AND SERVICES**

