



Clean Water Fund Memorandum (2013-001)

TO: All Connecticut Municipalities, Water Pollution Control Facilities, and Consultants

RE: Roadway Restoration Grant/Loan Eligibility for Clean Water Fund Projects

I. PURPOSE

To reaffirm and clarify the eligibility criteria for Connecticut Clean Water Fund (CWF) projects containing roadway restoration. This memorandum supersedes the 1981 Construction Grants Memorandum (CGM-4) entitled "Standardization of Trench and Paving Limits for Construction Grants Projects".

II. GOVERNING REGULATION

The Regulations of the Connecticut State Agencies (RCSA) Section 22a-482-4 (c) (2) (C) includes the following as an allowable grant project cost, subject to approval of the Commissioner:

"The cost of restoring streets and rights-of-way to their original condition. The need for such restoration must result directly from the construction and is generally limited to repaving the width of trench."

III. ELIGIBILITY

A. Trench Limits

1. Soil Excavation and Disposal

Soil excavation and disposal shall be eligible for reimbursement as a separate bid item or included in the bid price associated with eligible pipe installation.

If soil excavation is bid as separate item on a cubic yard basis, it shall be eligible for reimbursement within the specified payment limits. Incremental depths may be used, if desired, but only in the following two categories: Soil Excavation 0-12 feet, Soil Excavation over 12 feet. (Deviations may be made for extremely deep cuts if approved in writing by DEEP.)

Excavated soils shall be reused as backfill wherever possible, and not limited to the project area in accordance with applicable general permits, beneficial use practices, and/or regulations.

If soils have been characterized as hazardous waste and its reuse as backfill is not at all possible, soil disposal shall be eligible for reimbursement.

2. Rock Excavation

Rock excavation shall be eligible for reimbursement as a separate bid item, by the cubic yard within the specified payment limits. This bid item may include replacement backfill material.

3. Substitute Backfill (Borrow)

Substitute backfill (borrow) shall be eligible for reimbursement as a separate bid item, by the cubic yard within the specified payment limits.

4. Payment Widths

The payment width for collector sewer shall be paid as follows, in accordance with the ConnDOT *Standard Specifications for Roads, Bridges and Incidental Construction* (Section 2.05):

- Pipe I.D. less than or equal to 30 inches: 2 feet (total) + Pipe I.D.
- Pipe I.D. greater than 30 inches: 3 feet (total) + Pipe I.D.

B. Pipe Payment

1. Pipe Installation

Pipe installation shall be eligible for reimbursement as a separate bid item on a linear foot basis with one pay item for each size of pipe installed. These items may be broken down further to exclude excavation as outlined in Section III.A.1.

2. Service Laterals

Service laterals shall be eligible for reimbursement from the collector sewer up to the private property line only if that segment of the service lateral is owned by the municipality. Any costs associated with the installation of service laterals, excluding "Y"s or Tees, shall be eligible for reimbursement only as a separate bid item from the price of the collector sewer.

C. Paving Limits

1. Processed Gravel Base Course

Processed gravel base shall be eligible for reimbursement up to a maximum depth equal to the current AASHTO standard, or the existing gravel base depth, whichever is greater. If work is performed in a state highway or road, the standards in the ConnDOT *The State of Connecticut Major Traffic Generator (MTG) Pavement Design Catalog* shall govern.

This item shall be eligible for reimbursement on a linear foot, square yard, or cubic yard basis. This item shall be eligible for reimbursement as a separate bid item. Payment width shall be limited to the eligible trench width.

2. Permanent Pavement Restoration

Permanent pavement restoration shall be eligible for reimbursement on a square yard or linear foot basis. Payment width shall be limited to the eligible trench width.

Permanent pavement restoration shall be eligible for reimbursement up to a maximum depth equal to the current AASHTO standard, or the existing pavement depth, whichever is greater. Additional pavement depth required per municipal standards shall be ineligible. If work is performed in a state highway or road, the standards in the ConnDOT *The State of Connecticut Major Traffic Generator (MTG) Pavement Design Catalog* shall govern.

3. Full width or travel lane overlay option

Mill/overlay, as a substitute for permanent pavement, may be considered for reimbursement provided that:

- a. Travel width of full lane overlay is included as an alternate bid item; and
- b. Both the permanent pavement and overlay are bid for comparison purposes on a linear foot basis; and
- c. Mill/overlay is the less expensive pavement restoration method based upon such bid.

If a municipality opts for mill/overlay but it is more expensive than trench width repair, the municipality may still proceed with mill/overlay, but shall only receive partial eligibility equal to the cost of trench width pavement restoration.

4. Temporary Pavement

Temporary pavement shall be eligible for reimbursement on a square yard or linear foot basis. Payment width shall be limited to the eligible trench width.

D. CWF Eligible Asphalt Escalation Adjustment Cost

1. ConnDOT Asphalt Price

The CWF Eligible Asphalt Escalation Adjustment Cost will be based on the asphalt prices indicated on the ConnDOT web site at: <http://www.ct.gov/dot/asphaltadjustment>

2. Eligibility Conditions

In order to be CWF eligible, all of the following conditions shall be met:

- a. The HMA mixture in which the adjustment is being applied is listed as a contract item with a pay unit of tons or metric tons.
- b. The total quantity for all HMA mixtures in a contract exceeds 1000 tons or more.
- c. The difference between the posted Asphalt Base Price and Asphalt Period Price varies by more than \$5.00.

3. Calculation

The CWF Eligible Asphalt Escalation Adjustment Cost shall be determined with the following formula:

$$\text{CWF Eligible Asphalt Escalation Adjustment Cost} = \text{HMA} \times \frac{\text{PG}\%}{100} \times [\text{Asphalt Period Price} - \text{Asphalt Base Price}]$$

Let

PG% = Performance-Graded Binder percentage (PG%) for HMA mixes, as defined by ConnDOT.

HMA = The quantity (tons or metric tons) of accepted HMA mixture measured and accepted for payment.

The selling price furnished from the Asphalt Weekly Monitor ® is based on a standard ton (US\$/ST). The metric ton price is determined by applying a factor of 1.1023 (US\$/ST x 1.1023 = US\$/mton).

Example: \$150.00/ton x 1.1023 = \$165.34/mton

4. Payment

A payment will be made for an increase in costs in accordance with the eligibility conditions stated above. A deduction from monies due the Contractor will be made for a decrease in costs.

The sum of money shown on the estimate, and in the itemized proposal as the Estimated Cost, for this item will be considered the bid price although payment will be made as described above. The estimated cost figure is not to be altered in any manner by the bidder. If the bidder should alter the amount shown, the altered figure will be disregarded and the original cost figure will be used to determine the amount of the bid for the Contract.

IV. DEFINITIONS

AASHTO: American Association of State Highway and Transportation Officials

CWF Eligible Asphalt Escalation Adjustment Cost: The Asphalt Escalation Adjustment Cost which is eligible for CWF grant and loan.

Asphalt Base Price: The asphalt price that is posted on the ConnDOT website 28 days before the actual bid opening posted.

Asphalt Period Price: The asphalt price that is posted on the ConnDOT website for the period in which the HMA mixture is placed.

CFR: Code of Federal Regulations

CWF: Clean Water Fund

Collector Sewer: The common sewers, within a publicly owned sewer system, which are primarily installed to receive wastewaters directly from individual systems, from private property, or service laterals, and which include service "Y" connections designed for connection with those facilities including:

(A) Crossover sewers connecting more than one property on one side of a major street, road, or highway to a lateral sewer on the other side when more cost effective than parallel sewers and

(B) Pumping units and pressurized lines serving individual structures or groups of structures when such units are cost-effective and are owned and maintained by the municipality.

Collector sewers exclude service laterals or facilities associated with alternatives to conventional pollution abatement facilities in small communities.

ConnDOT: Connecticut Department of Transportation

DEEP: Connecticut Department of Energy and Environmental Protection

Estimated Cost: The Estimated Cost is the cost that was calculated in the itemized bid proposal.

Hazardous Waste: A hazardous waste is any solid waste, or a combination of solid wastes, that meet(s) at least one of the hazardous waste determination requirements found in Section 22a-449(c)-102(a)(1) of the RCSA, incorporating 40 CFR 262.11.

HMA: Hot mix asphalt

I.D.: Nominal Inner Diameter of pipe

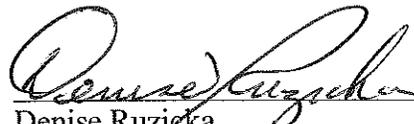
Payment Width: The paving width eligible for Clean Water Fund reimbursement.

PG%: Performance-Graded Binder percentage for HMA, as defined by ConnDOT

RCSA: Regulations of the Connecticut State Agencies

Service Lateral: A pipe which conveys wastewater from individual structures, from private property to the collector sewer, or its equivalent.

October 7, 2013
Date


Denise Ruzicka
Director of Planning & Standards
Bureau of Water Protection & Land Reuse