



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

March 18, 2021  
Subject: Light Capital Paving  
State WIN: 024493.00  
Location: **Alexander Area**  
**Amendment No. 1**

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

**ADD** the attached NOTICE for Federal Projects to include DBE Utilization form, 1 page.

**ADD** the attached MaineDOT CONTRACTOR'S DBE/SUBCONTRACTOR PROPOSED UTILIZATION FORM, 1 page.

**ADD** the attached SPECIAL PROVISION 105 - GENERAL SCOPE OF WORK - Equal Opportunity and Civil Rights - (Disadvantaged Business Enterprises Program), 4 pages, dated May 9, 2011.

**ADD** the attached MaineDOT DBE Project Attainment Target (PAT), 1 page, dated March 3, 2021.

**ADD** the attached SPECIAL PROVISION - SECTION 105 - GENERAL SCOPE OF WORK - (Buy America Certification), 1 page, dated December 5, 2011.

**REMOVE** page 27, State of Maine 2021 - Fair Minimum Wage Rates – Highway & Earth Washington County, and **REPLACE** with the attached State of Maine 2021 - Fair Minimum Wage Rates – Highway & Earth Washington County, Revised 2-25-2021.

**REMOVE** pages 30 – 32, SPECIAL PROVISION – SECTION 104 – Utilities, 3 pages, dated February 9, 2021, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 104 – Utilities, 3 pages, dated March 5, 2021.

The following question has been received:

**Question:** Page 30 of the bid document does not have Map ID information in the table relative to utilities Special Provision Section 104.

**Response:** See above changes.

Consider these changes and information prior to submitting your bid on **March 24, 2021**.

Sincerely,



George M. A. Macdougall P.E.  
Contracts & Specifications Engineer

# NOTICE

All bids for Federal Projects **shall** be accompanied by the DBE Proposed Utilization form. If you are submitting an electronic bid, the DBE Utilization Form may be faxed to 207-624-3431. Failure to submit the form with the bid will be considered a curable defect.

**MaineDOT CONTRACTOR'S DBE/SUBCONTRACTOR  
PROPOSED UTILIZATION FORM**

**All Bidders must furnish this form with their bid on Bid Opening day**

Contractor: \_\_\_\_\_ Telephone: \_\_\_\_\_ Ext \_\_\_\_\_

Contact Person: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

BID DATE: \_\_\_\_\_

FEDERAL PROJECT PIN # \_\_\_\_\_ PROJECT LOCATION: \_\_\_\_\_

TOTAL ANTICIPATED DBE \_\_\_\_\_% PARTICIPATION FOR THIS CONTRACT

W B E	D B E	Non DBE	Firm Name	Item Number & Description of Work	Quantity	Cost Per Unit/Item	Anticipated \$ Value
<b>Subcontractor Total &gt;</b>							
<b>DBE Total &gt;</b>							

**NOTE: THIS INFORMATION IS USED TO TRACK AND REPORT ANTICIPATED DBE PARTICIPATION IN ALL FEDERALLY FUNDED MAINE DOT CONTRACTS. THE ANTICIPATED DBE AMOUNT IS VOLUNTARY AND WILL NOT BECOME A PART OF THE CONTRACTUAL TERMS.**

Equal Opportunity Use:

Form received: \_\_\_/\_\_\_/\_\_\_ Verified by: \_\_\_\_\_

FHWA       FTA       FAA

**For a complete list of certified firms and company designation (WBE/DBE) go to  
<http://www.maine.gov/mdot/civilrights/>**

**SPECIAL PROVISION 105**  
**GENERAL SCOPE OF WORK**  
Equal Opportunity and Civil Rights  
(Disadvantaged Business Enterprises Program)

105.10.1.1 Disadvantaged Business Enterprises Program The Maine Department of Transportation (MaineDOT) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the United States Department of Transportation (USDOT), 49 CFR Part 26. The MaineDOT receives federal financial assistance from USDOT, and as a condition of receiving this assistance, the Department has signed an assurance that it will comply with 49 CFR Part 26. The MaineDOT is responsible for determining the eligibility of and certifying DBE firms in Maine.

A DBE is defined as a for-profit business that is owned and controlled by one or more socially and economically disadvantaged person(s). For the purpose of this definition:

1. "Socially and economically disadvantaged person" means an individual who is a citizen or lawful permanent resident of the United States and who is Black, Hispanic, Native American, Asian, Female; or a member of another group or an individual found to be disadvantaged by the Small Business Administration pursuant to Section 3 of the Small Business Act.
2. "Owned and controlled" means a business which is:
  - a. A sole proprietorship legitimately owned and controlled by an individual who is a disadvantaged person.
  - b. A partnership or limited liability company in which at least 51% of the beneficial ownership interests legitimately are held by a disadvantaged person(s).
  - c. A corporation or other entity in which at least 51% of the voting interest and 51% of the beneficial ownership interests legitimately are held by a disadvantaged person(s).

The disadvantaged group owner(s) or stockholder(s) must possess control over management, interest in capital, and interest in earnings commensurate with the percentage of ownership. If the disadvantaged group ownership interests are real, substantial and continuing and not created solely to meet the requirements of this program, a firm is considered a bona fide DBE.

105.10.1.2 Commercially Useful Function MaineDOT will count expenditures of a DBE contractor toward DBE goals only if the DBE is performing a commercially useful function on that contract. 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. Credit will only be given when the DBE meets all conditions for a CUF. Credit for labor will be in accordance with the responsibilities outlined in the contract. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the Contract, for negotiating price, determining quality and quantity, ordering the materials, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, MaineDOT 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 DBE credit claimed for its performance of the work, and other relevant factors.

Rented equipment used by the DBE must not be rented from the Prime Contractor on a job that the DBE is subcontracted with that Prime Contractor for regular course of business.

A current listing of certified DBEs that may wish to participate in the highway construction program and the scope of work for which they are certified can be found at <http://www.maine.gov/mdot/disadvantaged-business-enterprises/pdf/directory.pdf>. Credit will be given for the value described by a DBE performing as:

- A. A prime contractor; 100% of actual value of work performed by own workforces.
- B. An approved subcontractor; 100% of work performed by own workforces.
- C. An owner-operator of construction equipment; 100% of expenditures committed.
- D. A manufacturer; 100% of expenditures committed. The manufacturer must be a firm that operates or maintains a factory or establishment that produces on the premises the materials or supplies obtained by the Contractor. Brokers and packagers shall not be regarded as manufacturers.
- E. A regular dealer; 60% of expenditures committed. A regular dealer is defined as a firm that owns, operates, or maintains a store, warehouse or other establishment in which the materials or supplies required for the performance of the contract are bought, kept in stock, and regularly sold to the public. For purposes of this provision a "Broker" is a DBE that has entered into a legally binding relationship to provide goods or services delivered or performed by a third party. Brokers and packagers shall not be regarded as regular dealers.
- F. A bona fide service provider; 100% of reasonable fees or commissions. Eligible services include professional, technical, consultant, or managerial, services and assistance in the procurement of essential personnel, facilities, equipment, materials or supplies required for the performance of the contract. Eligible services also include agencies providing bonding and insurance specifically required for the performance of the contract.
- G. A trucking, hauling or delivery operation. 100% of expenditures committed when trucks are owned, operated, licensed and insured by the DBE and used on the contract and, if applicable, includes the cost of the self supplied materials and supplies. 100% of expenditures committed when the DBE leases trucks from another DBE firm including an owner-operator. 100% of reasonable fees or commissions the DBE receives as a result of a lease arrangement for trucks from a non-DBE, including an owner-operator.
- H. Any combination of the above.

105.10.1.3 Race-neutral Goals The Maine DOT is required to set an annual goal (approved on a three year basis) for DBE participation in Federal-aid projects. In order to fulfill that goal, bidders are encouraged to utilize DBE businesses certified by the MaineDOT. MaineDOT seeks to meet the established DBE goal solely through race-neutral means. *Race-neutral* DBE participation occurs when a DBE is awarded a prime contract through customary competitive procurement procedures, is awarded a subcontract on a contract that does not carry a DBE contract goal, or wins a subcontract from a prime contractor that did not consider its DBE status in making the award. A DBE/subcontractor Utilization Proposed Form is required to be included in bid documents.

MaineDOT will analyze each project and create a Project Availability Target (PAT), based on a number of factors including project scope, available DBE firms, firms certified in particular project work, etc. Each bid will request that the contractor attempt to meet the PAT. This PAT is developed to assist contractors to better understand what the MaineDOT expectations are for a

specific project. The PAT is NOT a mandate but an assessment of what this particular project can bear for DBE participation. The Department anticipates that each contractor will make the best effort to reach or exceed this PAT for the project.

105.10.1.4 Race-conscious Project Goals If it is determined by the Department that the annual DBE goal will not be met through *race-neutral* means, the Department may implement *race-conscious contract goals* on some projects. Race-conscious contract goals are goals that are enforceable by the Department and require that the prime contractor use good faith effort to achieve the goal set by the Department for that particular project. If race conscious means are implemented on a project, the Prime must comply with the requirements of 49 CFR.

At the time of the bid opening, all Bidders shall submit with their bid a Disadvantaged Business Enterprise (DBE) Commitment Form provided by the Department. This form will list the DBE and non-DBE firms that are proposed to be used during the execution of the Work. The list shall show the name of the firm, the item/material/type of work involved and the dollar amount of work to be performed. The dollar total of each commitment shall be totaled and a percentage determined.

If the project goal is not met, acceptable documentation showing all good faith efforts made to obtain participation may be required in order to award the project. Failure to provide the required listing with the dollar participation total or acceptable documentation of good faith efforts to obtain DBE participation within 3 days after the bid opening date will be considered a lack of responsiveness on the part of the low bidder. Rejection of the low bid under these circumstances will require the low bidder to surrender the Proposal Guaranty to the Department. The submission and approval of the above forms does not constitute a formal subcontract.

If for any reason during the progress of the Work the Contractor finds that DBEs included on the list are unable to perform the proposed work, the Contractor, with written release by the committed DBE or approval of the Department, may substitute other DBE firms for those named on the list. If the Contractor is able to clearly document their inability to find qualified substitute firms to meet the project goal, the Contractor may request in writing approval to substitute the DBE with a non-DBE firm. If at any time during the life of the Contract it is determined that the Contractor is not fulfilling the goal or commitment(s) and is not making a good faith effort to fulfill the DBE requirement, the Department may withhold progress payments. If good faith effort is determined by the Department, failure to meet the DBE contract goal will not be a detriment to the bid award. Fulfillment of the goal percentage shall be determined by dividing the dollars committed to the DBEs by the actual contract dollars. These requirements are in addition to all other Equal Employment Opportunity requirements on Federal-aid contracts.

105.10.1.5 Certification of DBE attainment on Contracts The MaineDOT must certify that it has conducted post-award monitoring of all contracts to ensure that DBEs had done the work for which credit was claimed. The certification is for the purpose of ensuring accountability for monitoring which the regulation already requires. The MaineDOT will certify these contracts through review of CUF forms, Elations sub-contract payment tracking as well as occasional on-site reviews of projects and through the project's final closeout documentation provided by our Contracts Section.

105.10.1.6 Bidders' List Survey Pursuant to 49 CFR 26.11 the MaineDOT is required to “create and maintain” a bidders list and gather bidder information on our construction/consultant projects, Contractors will maintain information on all subcontract bids submitted by DBE and Non-DBE firms and provide that information to the Department. The Following information is required:

Firm Name

Firm Address

Firm status (DBE or non-DBE)

Age of firm (years)

And the annual gross receipts amount as indicated by defined brackets, i.e. \$500,000 to \$800,000, rather than requesting exact figures.

Not only is this information critical in determining the availability of DBE businesses relative to other businesses that do similar work, but the Federal Highway Administration requires that we obtain this information.

MaineDOT DBE Project Attainment Target (PAT)  
for this Project is 0.00%

The MaineDOT seeks to meet the specified annual Disadvantaged Business Enterprise (DBE) usage goal set out by 49 CFR 26.45 through the efforts of contractors seeking to employ qualified DBE subcontractors. We seek to meet this goal by race neutral means and do not, at this time, use contract specific requirements for each project. We do however, understand the capacity of Maine's DBE community and the unique characteristics a project may have that would differ from the broad annual goal.

Taking this into consideration, the MaineDOT will review each project and develop an anticipated attainment or Project Attainment Target (PAT) based on several factors that are project specific. Those factors include:

- Scope of Work
- DBE availability according to Specification Item
- Geographic location
- DBE capacity

This PAT is developed to assist contractors to better understand the DBE participation that the MaineDOT can reasonably expect for a specific project. The PAT is NOT a mandate but an assessment of the DBE opportunities that this project could meet or exceed. MaineDOT anticipates that each contractor will make the best effort to reach or exceed the PAT for this project.

**SPECIAL PROVISION**  
**SECTION 105**  
**GENERAL SCOPE OF WORK**  
(Buy America Certification)

105.11 Federal Requirements Add the following as the third and subsequent paragraphs:

“Prior to payment by the Department, the Contractor shall provide a certification from the producer of steel or iron, or any product containing steel or iron as a component, stating that all steel or iron furnished or incorporated into the furnished product was manufactured in the United States in accordance with the requirements of the Buy America provisions of 23 CFR 635.410, as amended. Such certification shall also include (1) a statement that the iron or steel product or component was produced entirely within the United States, or (2) a statement that the iron or steel product or component was produced within the United States except for minimal quantities of foreign steel and iron valued at \$ (actual value).

All manufacturing processes must take place domestically. Manufacturing begins with the initial melting and mixing, and continues through the coating stage. Any process which modifies the chemical content, the physical size and shape, or the final finish is considered a manufacturing process. These processes include rolling, extruding, machining, bending, grinding, drilling, and coating. “Coating” includes epoxy coating, galvanizing, painting, or any other coating that protects or enhances the value of the material.

A Buy America Certification is required from each manufacturer, fabricator, supplier, subcontractor, etc. that meets the “manufacturing” definition above.

Buy America does not apply to raw materials (iron ore and alloys), scrap, pig iron, or processed, pelletized, and reduced iron ore.”

**SPECIAL PROVISIONS****SECTION 104****Utilities****UTILITY COORDINATION**

The contractor has primary responsibility for coordinating their work with utilities and/or railroad after contract award. The contractor shall communicate directly with the utilities and/or railroad regarding any utility work necessary to maintain the contractor's schedule and prevent project construction delays. The contractor shall notify the resident of any issues.

**THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.**

**MEETING**

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications **IS NOT REQUIRED.**

**GENERAL INFORMATION**

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities and/or railroads have been notified and will be furnished a project specification.

**Overview & Utility/Railroad Contact Information:**

Utility/Railroad	Aerial	Underground	Railroad	Map ID	Contact Name	Contact Number
Baileyville Utilities District		X		4	Andrew Snowman	427-3328
Calais Water Department		X		1,3,6,9	Marc Barnard	214-9900
Charter Communications	X	X		N/A	Ericson Estes	949-1930
City of Calais (Sewer)		X		1,3,6,9	Robert Seelye	214-9926
Consolidated Communications	X			N/A	Brian Ouellette	907-9286
Eastern Maine Electric Coop., Inc.	X			N/A	Mike Carrier	904-7674
Eastern Maine Railway			X	3	Jeff Pitcher	461-4610
FirstLight	X			N/A	Keith Shields	333-3820
Maritimes Northeast Pipeline		X		8	Dave Brown	624-2930
Passamaquoddy Water District		X		7, 11	Howard Johnson	214-6647
Pleasant Point Reservation		X		7	Gene Francis	214-6343
Town of Baileyville (Sewer)		X		4	James McLaughlin	214-6008
U.S. General Services Administration	X	X		3	Ron Spearin	694-0702
Versant Power	X	X		N/A	Dave Perkins	949-3918

**MaineDOT LCP Manager: Jared Stanley 592-1627**

Temporary utility adjustments **ARE NOT** anticipated.

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein.

Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

**\*\* Specific information regarding the line voltage can be requested from Eastern Maine Electric Coop., Inc. or Versant Power\*\***

### **U.S. General Services Administration**

U.S. General Services Administration has a customs border crossing station within the limits of this project on North Street Extension in Calais. The scope of the work will require one lane be closed to traffic for the work to be completed. U.S. General Services Administration has allowed for the traffic to be temporarily re-routed during paving for the work to take place. The contractor shall plan and conduct their work accordingly. The U.S. General Services Administration requires **4 weeks notification** to schedule the planned traffic re-routing.

### **AERIAL**

Aerial utility adjustments are not anticipated as part of this project. Utilities have been notified and if utility relocations, though unexpected, become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

### **UNDERGROUND**

Adjustments to buried facilities such as water or sewer manholes are required. The Department's LCP Manager will contact the utilities prior to the start of paving in that area to allow them time to adjust their manholes and water gates.

The following utility requires **at least 2 weeks' notification: Baileyville Utilities District, Calais Water Department, Passamaquoddy Water District and Town of Baileyville (Sewer)**

The following utility requires **at least 4 weeks' notification: City of Calais (Sewer) and Pleasant Point Reservation**

If any water gates need adjusting, they will be checked and loosened by the district and then **will be adjusted to grade by the Contractor during paving**. This work will be considered incidental to the paving price. The Contractor is urged to ride and review the proposed roads, prior to bid, to determine any potential utility concerns. The Contractor shall have no claim against the Department for utility adjustments.

### **RAILROAD**

#### **Eastern Maine Railway**

Eastern Maine Railway has a railroad crossing within the limits of the project on North Street Extension in Calais. The Railroad plans to remove and replace the entire railroad track panel at the crossing. This work must be completed prior to paving this road segment. The work will require a one-day road closure and border crossing station closure. The contractor will be responsible for traffic control and paving in the trenches created by this work. The paving must be completed prior to opening the roadway to traffic flow (including temporary ramps to the top of the rail seal rubber gaskets).

The Contractor shall keep all men, equipment and materials out of the railroad right-of-way (25 feet from the tracks) unless authorized by the railroad and a railroad Flagger is present.

It is the LCP Managers responsibility to coordinate and schedule this work with the Railroad, U.S. General Services Administration and the Contractor. The LCP Manager will give Eastern Maine Railway and U.S. General Services Administration at least **4 weeks' notification** prior to paving near the railroad crossing to discuss the work and Rail Protection.

No work shall be performed without prior notification and approval by the railroad. Reference the Special Provision for Protection of Railroad Traffic and Structures for additional requirements when working near the railroad.

**PLEASE NOTE**

All underground utilities require **3 working days' notice** for any/all excavation or any other subsurface work around any underground facilities to schedule an on-site representative to be present. The contractor shall hand dig around all the underground facilities.

**MAINTAINING UTILITY LOCATION MARKINGS**

The Contractor will be responsible for maintaining the buried utility/railroad location markings following the initial locating by the appropriate utility/railroad or their designated representative.

**UTILITY SIGNING**

Any utility/railroad working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

State of Maine  
 Department of Labor  
 Bureau of Labor Standards  
 Augusta, Maine 04333-0045  
 Telephone (207) 623-7906

**Wage Determination - In accordance with 26 MRS §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid to laborers and workers employed on the below titled project.**

**2021 Fair Minimum Wage Rates  
 Highway & Earth Washington County**

<u>Occupation Title</u>	<u>Minimum Wage</u>	<u>Minimum Benefit</u>	<u>Total</u>	<u>Occupation Title</u>	<u>Minimum Wage</u>	<u>Minimum Benefit</u>	<u>Total</u>
Asphalt Raker	\$ 19.06	\$ 4.68	\$ 23.74	Ironworker - Reinforcing	\$ 28.36	\$ 0.00	\$ 28.36
Backhoe Loader Operator	\$ 33.80	\$ 10.28	\$ 44.08	Laborer - Skilled	\$ 18.32	\$ 3.52	\$ 21.84
Boom Truck (Truck Crane) Operator	\$ 25.00	\$ 5.86	\$ 30.86	Laborers (Helpers & Tenders)	\$ 18.00	\$ 1.01	\$ 19.01
Bulldozer Operator	\$ 20.00	\$ 1.88	\$ 21.88	Loader Operator - Front-End	\$ 22.00	\$ 7.62	\$ 29.62
Carpenter - Rough	\$ 30.76	\$ 19.72	\$ 50.48	Mechanic- Maintenance	\$ 22.75	\$ 1.59	\$ 24.34
Cement Mason/Finisher	\$ 20.50	\$ 1.42	\$ 21.92	Millwright	\$ 25.75	\$ 5.41	\$ 31.16
Communication Equip Installer	\$ 22.00	\$ 0.00	\$ 22.00	Painter	\$ 20.90	\$ 2.07	\$ 22.97
Crane Operator =>15 Tons)	\$ 29.00	\$ 6.68	\$ 35.68	Paver Operator	\$ 23.91	\$ 13.25	\$ 37.16
Crusher Plant Operator	\$ 22.96	\$ 7.90	\$ 30.86	Pipelayer	\$ 25.00	\$ 3.36	\$ 28.36
Electrician - Licensed	\$ 31.98	\$ 9.95	\$ 41.93	Reclaimer Operator	\$ 26.83	\$ 13.25	\$ 40.08
Electrician Helper/Cable Puller	\$ 18.50	\$ 2.38	\$ 20.88	Roller Operator - Earth	\$ 23.91	\$ 2.97	\$ 26.88
Excavator Operator	\$ 23.74	\$ 2.26	\$ 26.00	Roller Operator - Pavement	\$ 23.91	\$ 9.21	\$ 33.12
Fence Setter	\$ 19.00	\$ 2.00	\$ 21.00	Screed/Wheelman	\$ 20.00	\$ 3.01	\$ 23.01
Flagger	\$ 13.75	\$ 0.00	\$ 13.75	Stone Mason	\$ 25.00	\$ 1.88	\$ 26.88
Grader/Scraper Operator	\$ 26.29	\$ 10.70	\$ 36.99	Truck Driver - Heavy	\$ 19.49	\$ 4.13	\$ 23.62
Highway Worker/Guardrail Installer	\$ 22.52	\$ 1.36	\$ 23.88	Truck Driver - Light	\$ 24.15	\$ 0.38	\$ 24.53
Hot Top Plant Operator	\$ 23.91	\$ 13.25	\$ 37.16	Truck Driver - Medium	\$ 19.25	\$ 1.09	\$ 20.34
Industrial Truck (Forklift) Operator	\$ 26.51	\$ 3.43	\$ 29.94	Truck Driver - Tractor Trailer	\$ 18.00	\$ 0.00	\$ 18.00

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

Apprentices – The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Title 26 §1310 requires that a clearly legible statement of all fair minimum wage and benefits rates to be paid the several classes of laborers, workers and mechanics employed on the construction on the public work must be kept posted in a prominent and easily accessible place at the site by each contractor and subcontractor subject to sections 1304 to 1313.

Appeal – Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates.

A true copy

Attest: Scott R. Cotnoir  
 Scott R. Cotnoir  
 Wage & Hour Director  
 Bureau of Labor Standards

Expiration Date: 12-31-2021  
 Revised 2-25-2021