



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (860) 594-3150

June 25, 2018

Ms. Amy Jackson-Grove
Division Administrator
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, Connecticut 06033

Dear Ms. Jackson-Grove:

Subject: Public Interest Finding Request
Salvage of Traffic Control Signal Equipment

The Connecticut Department of Transportation (Department) requests the Federal Highway Administration's (FHWA) concurrence to salvage the following traffic signal equipment that will be removed under federally funded projects:

- controller and cabinet (all components)
- aluminum pedestals
- steel span poles
- 360 degree camera, 360 degree video detection processor, and video cameras

This request is being made:

- in accordance with the Code of Federal Regulations, Title 23, Part 365, Section 635.407 "Use of materials made available by a public agency," Section (g,)
- per FHWA Memorandum dated August 17, 1988

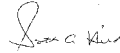
For reference, attached is the previous FHWA concurrence for controllers and cabinets, pedestals, and span poles (January 11, 2013 letter).

Based on the enclosed cost analysis, the cost to salvage the items will not exceed the value of said items. In addition, the price of each item to be salvaged is below the salvage credit threshold of \$5,000.00.

Therefore, the Department recommends the signal equipment shown on the next page for salvage on federally funded projects.

Please contact Mr. Jorge Kuljis at (860) 594-2791, should you have any questions about this request.

Very truly yours,



Scott Hill, P.E.
2018.06.25 15:08:36-04'00'

Scott A. Hill, P.E.
Engineering Administrator
Bureau of Engineering and Construction

FHWA Concurrence:

The Federal Highway Administration concurs with the Departments recommendation to salvage the following traffic signal equipment under federally funded projects through December 31, 2023:

Minimum quantities (based on the construction district in which the majority of the work will occur):

All Districts:

- one (1) controller and cabinet (all components with or without processor)
- one (1) 360 video detection processor
- one (1) 360 camera assembly
- two (2) video camera assemblies

District 1:

- two (2) steel span poles
- four (4) aluminum pedestals

District 2:

- three (3) steel span poles
- seven (7) aluminum pedestals

District 3:

- four (4) steel span poles
- seven (7) aluminum pedestals

District 4:

- four (4) steel span poles
- nine (9) aluminum pedestals

DAVID W NARDONE  Digitally signed by DAVID W NARDONE
Date: 2018.07.18 14:04:27 -04'00'

Amy Jackson-Grove, Division Administrator
Federal Highway Administration

Date: _____

Note: Typically, Contractors transport the salvaged items in a single trip per project, which results in a lower cost to transport the items. Therefore, the following calculations are conservative.

COST ANALYSIS

SALVAGE OF TRAFFIC SIGNAL CONTROLLER AND CABINET

1: Value of controller equipment and cabinet

Equipment	Value (each)	Quantity	Total value
Controller cabinet (all components)			
Controller unit	\$500.00	1	\$500.00
all other components	\$500.00	1	\$500.00
total	\$1,000.00	1	\$1,000.00

2: Cost to salvage equipment

Total value of salvaged equipment \$1,000.00

Labor:	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores & back (HR)*	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.25	3.2	0.25	3.7	2	\$360.75
Truck driver - 3 axle	\$29.23	\$22.32	\$51.55	0.25	3.2	0.25	3.7	1	\$190.74
Total labor cost:									\$551.49

* Note - time is for District 4, the longest drive of the 4 districts

Equipment:

Box truck

	Use rate	Total Hours	Total cost
Total cost to salvage equipment:	\$25.00	3.7	\$92.50
Total equipment cost:			\$92.50
			\$643.99

3: Comparison

Value of equipment to be salvaged:	\$1,000.00
Cost to salvage equipment	\$643.99

Value of equipment to be salvaged is *greater* than cost to deliver the equipment to DOT Stores **or Lab**

Note: Typically, Contractors transport the salvaged items in a single trip per project, which results in a lower cost to transport the items. Therefore, the following calculations are conservative.

**COST ANALYSIS
SALVAGE OF ALUMINUM PEDESTAL**

1: Value of aluminum pedestal

Equipment	Value (each)	Quantity	Total value
Aluminum pedestal	\$100.00	1	\$100.00
Total value of salvaged equipment			\$100.00

2: Cost to salvage equipment

DISTRICT 1									
	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 3 pedestals - District 1									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.3	1.4	0.3	2	2	\$195.00
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.3	1.4	0.3	2	1	\$103.10
Total labor cost:								\$298.10	
Equipment per 3 pedestals - District 1:									
3 ton utility truck	Use rate \$18.70	Total Hours 2	Total cost \$37.40						
Total equipment cost:			\$37.40						
Total cost to salvage 3 pedestals:			\$335.50						
DISTRICT 1									
	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 4 pedestals - District 1									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.4	1.4	0.4	2.2	2	\$214.50
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.4	1.4	0.4	2.2	1	\$113.41
Total labor cost:								\$327.91	
Equipment per 4 pedestals - District 1:									
3 ton utility truck	Use rate \$18.70	Total Hours 2.2	Total cost \$41.14						
Total equipment cost:			\$41.14						
Total cost to salvage 4 pedestals:			\$369.05						

District 1:
Value of equipment to be salvaged: \$400.00
Cost to salvage equipment: 4 Pedestals \$369.05

DISTRICT 2

	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 6 pedestals - District 2									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.6	2.4	0.6	3.6	2	\$351.00
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.6	2.4	0.6	3.6	1	\$185.58
							Total labor cost:		\$536.58
Equipment per 6 pedestals - District 2									
	Use rate	Total Hours	Total cost						
3 ton utility truck	\$18.70	3.6	\$67.32						
	Total equipment cost:		\$67.32						
Total cost to salvage 6 pedestals	\$603.90								
Labor per 7 pedestals - District 2									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.7	2.4	0.7	3.8	2	\$370.50
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.7	2.4	0.7	3.8	1	\$195.89
							Total labor cost:		\$566.39
Equipment per 7 pedestals - District 2									
	Use rate	Total Hours	Total cost						
3 ton utility truck	\$18.70	3.8	\$71.06						
	Total equipment cost:		\$71.06						
Total cost to salvage 7 pedestals	\$637.45								

District 2:

Value of equipment to be salvaged: \$700.00

Cost to salvage equipment: 7 Pedestals \$637.45

DISTRICT 3

	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 6 pedestals - District 3									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.6	2.6	0.6	3.8	2	\$370.50
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.6	2.6	0.6	3.8	1	\$195.89
							Total labor cost:		\$566.39
Equipment per 6 pedestals - District 3									
3 ton utility truck	Use rate \$18.70	Total Hours 3.8	Total cost \$71.06						
	Total equipment cost:		\$71.06						
Total cost to salvage 6 pedestals		\$637.45							
Labor per 7 pedestals - District 3									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.7	2.6	0.7	4	2	\$390.00
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.7	2.6	0.7	4	1	\$206.20
							Total labor cost:		\$596.20
Equipment per 7 pedestals - District 3									
3 ton utility truck	Use rate \$18.70	Total Hours 4	Total cost \$74.80						
	Total equipment cost:		\$74.80						
Total cost to salvage 7 pedestals		\$671.00							

District 3:

Value of equipment to be salvaged: \$700.00

Cost to salvage equipment: 7 Pedestals \$671.00

DISTRICT 4

	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 8 pedestals - District 4									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.8	3.2	0.8	4.8	2	\$468.00
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.8	3.2	0.8	4.8	1	\$247.44
							Total labor cost:		\$715.44
Equipment per 8 pedestals - District 4									
3 ton utility truck	Use rate \$18.70	Hours 4.8	Total cost \$89.76						
	Total equipment cost:		\$89.76						
Total cost to salvage 8 pedestals			\$805.20						
Labor per 9 pedestals - District 4									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.9	3.2	0.9	5	2	\$487.50
Truck driver, 2 axle	\$29.23	\$22.32	\$51.55	0.9	3.2	0.9	5	1	\$257.75
							Total labor cost:		\$745.25
Equipment per 9 pedestals - District 4									
3 ton utility truck	Use rate \$18.70	Hours 5	Total cost \$93.50						
	Total equipment cost:		\$93.50						
Total cost to salvage 9 pedestals			\$838.75						

District 4:

Value of equipment to be salvaged: \$900.00

Cost to salvage equipment: 9 Pedestals \$838.75

3: Comparison

For District 1, value of **four** salvaged pedestals is *greater* than cost to deliver equipment to DOT Stores

For District 2, value of **seven** salvaged span poles is *greater* than cost to deliver equipment to DOT Stores

For District 3, value of **seven** salvaged span poles is *greater* than cost to deliver equipment to DOT Stores

For District 4 value of **nine** salvaged span poles is *greater* than cost to deliver equipment to DOT Stores

Note: Typically, Contractors transport the salvaged items in a single trip per project, which results in a lower cost to transport the items.
Therefore, the following calculations are conservative.

**COST ANALYSIS
SALVAGE OF STEEL SPAN POLE**

1: Value of steel span pole

Equipment	Value (each)	Quantity	Total value
Steel span pole	\$250.00	1	\$250.00
Total value of salvaged equipment			\$250.00

2: Cost to salvage equipment

DISTRICT 1										
	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost	
Labor per 1 span pole - District 1										
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.25	1.4	0.25	1.9	2	\$185.25	
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	0.25	1.4	0.25	1.9	1	\$116.49	
							Total labor cost:		\$301.74	
Equipment per 1 span pole - District 1:										
Bucket truck	\$31.10		\$59.09							
			Total equipment cost:						\$59.09	
			Total cost to salvage 1 span pole:						\$360.83	
	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost	
Labor per 2 span poles - District 1										
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.5	1.4	0.5	2.4	2	\$234.00	
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	0.5	1.4	0.5	2.4	1	\$147.14	
							Total labor cost:		\$381.14	
Equipment per 2 span poles - District 1:										
Bucket truck	\$31.10		\$74.64							
			Total equipment cost:						\$74.64	
			Total cost to salvage 2 span poles:						\$455.78	

District 1:
Value of equipment to be salvaged: \$500.00
Cost to salvage equipment: 2 Span poles \$455.78

DISTRICT 2

	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 2 span poles - District 2									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.5	2.4	0.5	3.4	2	\$331.50
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	0.5	2.4	0.5	3.4	1	\$208.45
							Total labor cost:		\$539.95
Equipment per 2 span poles - District 2									
Bucket truck	\$31.10		\$31.10				3.4		\$105.74
			Total equipment cost:						\$105.74
			Total cost to salvage 2 span poles:						\$645.69
Labor per 3 span poles - District 2									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.75	2.4	0.75	3.9	2	\$380.25
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	0.75	2.4	0.75	3.9	1	\$239.11
							Total labor cost:		\$619.36
Equipment per 3 span poles - District 2									
Bucket truck	\$31.10		\$31.10				3.9		\$121.29
			Total equipment cost:						\$121.29
			Total cost to salvage 3 span poles:						\$740.65

District 2:

Value of equipment to be salvaged: \$750.00

Cost to salvage equipment: 3 Span poles \$740.65

DISTRICT 3

	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 2 span poles - District 3									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.5	2.6	0.5	3.6	2	\$351.00
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	0.5	2.6	0.5	3.6	1	\$220.72
							Total labor cost:		\$571.72
Equipment per 2 span poles - District 3									
	Use rate	Hours	Total cost						
Bucket truck	\$31.10	3.6	\$111.96						
		Total equipment cost:	\$111.96						
Total cost to salvage 2 span poles: \$683.68									
Labor per 3 span poles - District 3									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.75	2.6	0.75	4.1	2	\$399.75
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	0.75	2.6	0.75	4.1	1	\$251.37
							Total labor cost:		\$651.12
Equipment per 3 span poles - District 3									
	Use rate	Hours	Total cost						
Bucket truck	\$31.10	4.1	\$127.51						
		Total equipment cost:	\$127.51						
Total cost to salvage 3 span poles: \$778.63									
Labor per 4 span poles - District 3									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	1	2.6	1	4.6	2	\$448.50
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	1	2.6	1	4.6	1	\$282.03
							Total labor cost:		\$730.53
Equipment per 4 span poles - District 3									
	Use rate	Hours	Total cost						
Bucket truck	\$31.10	4.6	\$143.06						
		Total equipment cost:	\$143.06						
Total cost to salvage 3 span poles: \$873.59									

District 3:

Value of equipment to be salvaged: \$1000.00

Cost to salvage equipment: 4 Span poles \$873.59

DISTRICT 4

	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR) and back	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Labor per 3 span poles - District 4									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.75	3.2	0.75	4.7	2	\$458.25
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	0.75	3.2	0.75	4.7	1	\$288.16
							Total labor cost:		\$746.41
Equipment per 3 span poles - District 4:									
Bucket truck	\$31.10	4.7	\$146.17						
			Total equipment cost:						\$146.17
Total cost to salvage 3 span poles: \$892.58									
Labor per 4 span poles - District 4									
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	1	3.2	1	5.2	2	\$507.00
Power equipment operator - Group 5	\$37.26	\$24.05	\$61.31	1	3.2	1	5.2	1	\$318.81
							Total labor cost:		\$825.81
Equipment per 4 span poles - District 4:									
Bucket truck	\$31.10	5.2	\$161.72						
			Total equipment cost:						\$161.72
Total cost to salvage 4 span poles: \$987.53									

District 4:

Value of equipment to be salvaged: \$1000.00

Cost to salvage equipment: 4 Span poles \$987.53

3: ComparisonFor District 1, value of **two** salvaged span poles is *greater* than cost to deliver equipment to DOT StoresFor Districts 2, value of **three** salvaged span poles is *greater* than cost to deliver equipment to DOT StoresFor Districts 3, value of **four** salvaged span poles is *greater* than cost to deliver equipment to DOT StoresFor District 4, value of **four** salvaged span poles is *greater* than cost to deliver equipment to DOT Stores

Note: Typically, Contractors transport the salvaged items in a single trip per project, which results in a lower cost to transport the items.
Therefore, the following calculations are conservative.

**COST ANALYSIS
SALVAGE OF TRAFFIC SIGNAL 360 VIDEO DETECTION SYSTEM**

1: Value of equipment

360 Camera Video detection system

Equipment	Value (each)	Quantity	Total value
Video detection processor	\$1,700.00	1	\$1,700.00

Total value of salvaged equipment \$1,700.00

2: Cost to salvage equipment

Labor:	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR)	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.25	3.2	0.25	3.7	1	\$180.38
Truck driver - 3 axle	\$29.23	\$22.32	\$51.55	0.25	3.2	0.25	3.7	1	\$190.74
Total labor cost:									\$371.11

Equipment:	Use rate	Total Hours	Total cost
Box truck	\$25.00	3.7	\$92.50
Total equipment cost:			\$92.50

Notes:

Total cost to salvage equipment: \$463.61

Salvaged equipment is delivered to [DOT Rocky Hill Lab, 280 West Street, Rocky Hill, CT](#)
Distances and driving times taken from Google Maps

Distance from district to DOT Rocky Hill Lab	Town	Distance (mi)	Time (hr)
DISTRICT 1 to DOT Lab	Stafford	39.2	0.7
DISTRICT 2 to DOT Lab	Putnam	76.3	1.2
DISTRICT 3 to DOT Lab	Greenwich	73.4	1.3
DISTRICT 4 to DOT Lab	Kent	72.2	1.6

3: Comparison

Labor wage and fringe are prevailing wage rates for Fairfield County (highest rates in state)
Equipment rates are adapted from Kelly Blue Book for developing ConnDOT estimates for maintenance work by service memo

Value of equipment to be salvaged:	\$1,700.00
Cost to salvage equipment	\$463.61

Value of equipment to be salvaged is *greater* than cost to deliver the equipment to [DOT Rocky Hill Lab](#)

Note: Typically, Contractors transport the salvaged items in a single trip per project, which results in a lower cost to transport the items.
Therefore, the following calculations are conservative.

COST ANALYSIS

SALVAGE OF TRAFFIC SIGNAL 360 VIDEO DETECTION SYSTEM

1: Value of equipment

360 Camera Video detection system

Equipment	Value (each)	Quantity	Total value
360 Degree Camera	\$585.00	1	\$585.00

Total value of salvaged equipment \$585.00

2: Cost to salvage equipment

Labor:	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR)	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.25	3.2	0.25	3.7	1	\$180.38
Truck driver - 3 axle	\$29.23	\$22.32	\$51.55	0.25	3.2	0.25	3.7	1	\$190.74
Total labor cost:									\$371.11

Equipment:	Use rate	Total Hours	Total cost
Box truck	\$25.00	3.7	\$92.50
Total equipment cost:			\$92.50

Notes:

Total cost to salvage equipment: \$463.61

Salvaged equipment is delivered to [DOT Rocky Hill Lab, 280 West Street, Rocky Hill, CT](#)
Distances and driving times taken from Google Maps

Distance from district to DOT Rocky Hill Lab	Town	Distance (mi)	Time (hr)
DISTRICT 1 to DOT Lab	Stafford	39.2	0.7
DISTRICT 2 to DOT Lab	Putnam	76.3	1.2
DISTRICT 3 to DOT Lab	Greenwich	73.4	1.3
DISTRICT 4 to DOT Lab	Kent	72.2	1.6

3: Comparison

Labor wage and fringe are prevailing wage rates for Fairfield County (highest rates in state)
Equipment rates are adapted from Kelly Blue Book for developing ConnDOT estimates for maintenance work by service memo

Value of equipment to be salvaged:	\$585.00
Cost to salvage equipment	\$463.61

Value of equipment to be salvaged is *greater* than cost to deliver the equipment to [DOT Rocky Hill Lab](#)

Note: Typically, Contractors transport the salvaged items in a single trip per project, which results in a lower cost to transport the items.
Therefore, the following calculations are conservative.

COST ANALYSIS

SALVAGE OF TRAFFIC SIGNAL camera assemblies

1: Value of camera assemblies

Video detection system

Equipment	Value (each)	Quantity	Total value
IP Camera, thermal camera, or standard camera	\$327.00	2	\$654.00

Total value of salvaged equipment \$654.00

2: Cost to salvage equipment

Labor:	Pay rate	Fringe	Total hourly wage	Time to load at project (HR)	Drive from project to DOT Stores (HR)	Time to unload at DOT Stores (HR)	Total hours	No. workers	Total cost
Laborer - Group 1 (unskilled)	\$29.25	\$19.50	\$48.75	0.25	3.2	0.25	3.7	1	\$180.38
Truck driver - 3 axle	\$29.23	\$22.32	\$51.55	0.25	3.2	0.25	3.7	1	\$190.74
Total labor cost:									\$371.11

Equipment:	Use rate	Total Hours	Total cost
Box truck	\$25.00	3.7	\$92.50
Total equipment cost:			\$92.50

Notes:

Total cost to salvage equipment: \$463.61

Salvaged equipment is delivered to [DOT Rocky Hill Lab, 280 West Street, Rocky Hill, CT](#)
Distances and driving times taken from Google Maps

Distance from district to DOT Rocky Hill Lab	Town	Distance (mi)	Time (hr)
DISTRICT 1 to DOT Lab	Stafford	39.2	0.7
DISTRICT 2 to DOT Lab	Putnam	76.3	1.2
DISTRICT 3 to DOT Lab	Greenwich	73.4	1.3
DISTRICT 4 to DOT Lab	Kent	72.2	1.6

3: Comparison

Labor wage and fringe are prevailing wage rates for Fairfield County (highest rates in state)
Equipment rates are adapted from Kelly Blue Book for developing ConnDOT estimates for maintenance work by service memo

Value of equipment to be salvaged:	\$654.00
Cost to salvage equipment	\$463.61

Value of equipment to be salvaged is greater than cost to deliver the equipment to [DOT Rocky Hill Lab](#)



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

To FHWA
1/15/13



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3150

January 11, 2013

Ms. Amy Jackson-Grove
Division Administrator
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, CT 06033

Dear Ms. Jackson-Grove:

Subject: Salvage of Traffic Control Signal Equipment

This letter is to provide additional information to the Connecticut Department of Transportation's (ConnDOT) request to the Federal Highway Administration (FHWA) to salvage traffic signal controllers, aluminum pedestals, and steel span poles that will be removed under federally funded projects.

Based on the enclosed cost analysis, the ConnDOT recommends that all controllers and cabinets be salvaged on federally funded projects. Additionally, ConnDOT recommends the following minimum quantities of steel span poles and aluminum pedestals for salvage on federally funded projects based on the construction district in which the majority of the work will occur:

- District 1: two (2) steel span poles and three (3) aluminum pedestals
- District 2: three (3) steel span poles and five (5) aluminum pedestals
- District 3: three (3) steel span poles and six (6) aluminum pedestals
- District 4: four (4) steel span poles and seven (7) aluminum pedestals

Based on the above, it is our recommendation that FHWA give concurrence for ConnDOT to salvage certain traffic signal equipment removed under federally funded projects, and that it cover these projects for a period not to exceed five (5) years from the time of approval.

Please contact Ms. Lisa Conroy at (860) 594-2985, should you have any questions about this request.

Very truly yours,

James H. Norman, P.E.
Engineering Administrator
Bureau of Engineering and Construction

Enclosure

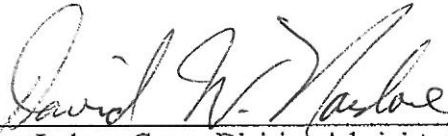
Ms. Amy Jackson-Grove

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January 11, 2013

FHWA Concurrence

The Federal Highway Administration concurs with ConnDOT's recommendation to salvage traffic signal controllers, aluminum pedestals, and steel span poles under federally funded projects.



David W. Malone
Amy Jackson-Grove, Division Administrator
Federal Highway Administration

Dr

Date: 2/15/2013

Federal Highway Administration, DOT

§ 635.407

§635.403 Definitions.

As used in this subpart, the following terms have the meanings indicated:

(a) *FHWA Division Administrator* means the chief Federal Highway Administration (FHWA) official assigned to conduct business in a particular State;

(b) *Material* means any tangible substance incorporated into a Federal-aid highway project;

(c) *PS&E* means plans, specifications, and estimates;

(d) *Special provisions* means additions and revisions to the standard and supplemental specifications applicable to an individual project;

(e) *Standard specifications* means a compilation in book form of specifications approved for general application and repetitive use;

(f) *State* has the meaning set forth in 23 U.S.C. 101;

(g) *State highway agency* means that department, commission, board, or official of any State charged by its laws with the responsibility for highway construction;

(h) *Supplemental specifications* means approved additions and revisions to the standard specifications.

§635.405 Applicability.

The requirements and procedures prescribed in this subpart apply to all contracts relating to Federal-aid highway projects, except those constructed under a Certification Acceptance Plan.

§635.407 Use of materials made available by a public agency.

(a) Contracts for highway projects shall require the contractor to furnish all materials to be incorporated in the work and shall permit the contractor to select the sources from which the materials are to be obtained. Exception to this requirement may be made when there is a definite finding by the State highway agency and concurred in by the FHWA Division Administrator, that it is in the public interest to require the contractor to use material furnished by the State highway agency or from sources designated by the State highway agency. In cases such as this, the FHWA does not expect mutual sharing of costs unless the State highway agency receives a related credit

from another agency or political subdivision of the State. Where such a credit does accrue to the State highway agency, it shall be applied to the Federal-aid project involved. The designation of a mandatory material source may be permitted based on environmental considerations, provided the environment would be substantially enhanced without excessive cost. Otherwise, if a State highway agency proposal to designate a material source for mandatory use would result in higher project costs, Federal-aid funds shall not participate in the increase even if the designation would conserve other public funds.

(b) The provisions of paragraph (a) of this section will not preclude the designation in the plans and specifications of sources of local natural materials, such as borrow aggregates, that have been investigated by the State highway agency and found to contain materials meeting specification requirements. The use of materials from such designated sources shall not be mandatory unless there is a finding of public interest as stated in paragraph (a) of this section.

(c) Federal funds may participate in the cost of specifications materials made available by a public agency when they have been actually incorporated in accepted items of work, or in the cost of such materials meeting the criteria and stockpiled at the locations specified in §635.114 of this chapter.

(d) To be eligible for Federal participation in its cost, any material, other than local natural materials, to be purchased by the State highway agency and furnished to the contractor for mandatory use in the project, must have been acquired on the basis of competitive bidding, except when there is a finding of public interest justifying the use of another method of acquisition. The location and unit price at which such material will be available to the contractor must be stated in the special provisions for the benefit of all prospective bidders. The unit cost eligible for Federation participation will be limited to the unit cost of such material to the State highway agency.

(e) When the State highway agency or another public agency owns or has

control over the source of a local natural material the unit price at which such material will be made available to the contractor must be stated in the plans or special provisions. Federal participation will be limited to (1) the cost of the material to the State highway agency or other public agency; or (2) the fair and reasonable value of the material, whichever is less. Special cases may arise that will justify Federal participation on a basis other than that set forth above. Such cases should be fully documented and receive advance approval by the FHWA Division Administrator.

(f) Costs incurred by the State highway agency or other public agency for acquiring a designated source or the right to take materials from it will not be eligible for Federal participation if the source is not used by the contractor.

(g) The contract provisions for one or a combination of Federal-aid projects shall not specify a mandatory site for the disposal of surplus excavated materials unless there is a finding by the State highway agency with the concurrence of the FHWA Division Administrator that such placement is the most economical except that the designation of a mandatory site may be permitted based on environmental considerations, provided the environment would be substantially enhanced without excessive cost.

§635.409 Restrictions upon materials.

No requirement shall be imposed and no procedure shall be enforced by any State highway agency in connection with a project which may operate:

(a) To require the use of or provide a price differential in favor of articles or materials produced within the State, or otherwise to prohibit, restrict or discriminate against the use of articles or materials shipped from or prepared, made or produced in any State, territory or possession of the United States; or

(b) To prohibit, restrict or otherwise discriminate against the use of articles or materials of foreign origin to any greater extent than is permissible under policies of the Department of Transportation as evidenced by requirements and procedures prescribed

by the FHWA Administrator to carry out such policies.

§635.410 Buy America requirements.

(a) The provisions of this section shall prevail and be given precedence over any requirements of this subpart which are contrary to this section. However, nothing in this section shall be construed to be contrary to the requirements of §635.409(a) of this subpart.

(b) No Federal-aid highway construction project is to be authorized for advertisement or otherwise authorized to proceed unless at least one of the following requirements is met:

(1) The project either: (i) Includes no permanently incorporated steel or iron materials, or (ii) if steel or iron materials are to be used, all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes which protect or enhance the value of the material to which the coating is applied.

(2) The State has standard contract provisions that require the use of domestic materials and products, including steel and iron materials, to the same or greater extent as the provisions set forth in this section.

(3) The State elects to include alternate bid provisions for foreign and domestic steel and iron materials which comply with the following requirements. Any procedure for obtaining alternate bids based on furnishing foreign steel and iron materials which is acceptable to the Division Administrator may be used. The contract provisions must (i) require all bidders to submit a bid based on furnishing domestic steel and iron materials, and (ii) clearly state that the contract will be awarded to the bidder who submits the lowest total bid based on furnishing domestic steel and iron materials unless such total bid exceeds the lowest total bid based on furnishing foreign steel and iron materials by more than 25 percent.

(4) When steel and iron materials are used in a project, the requirements of this section do not prevent a minimal use of foreign steel and iron materials, if the cost of such materials used does not exceed one-tenth of one percent (0.1



U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

Washington, D.C. 20590

Subject: Salvage Credits

Date: **AUG 17 1988**

From: Chief, Construction and Maintenance Division
Office of Highway Operations

Reply to
Attn. of: HHO-32

To: Regional Federal Highway Administrators
Direct Federal Program Administrator

This memorandum is to supersede Mr. Cunningham's memorandum of May 28, 1985, which provided guidance relating to salvage and salvage credit on active Federal-aid construction projects. In keeping with the Department of Transportation's policy on disposition of equipment, the threshold value for salvage credit has been revised to \$5,000. Guidance relating to salvage and salvage credit on active Federal-aid construction projects is as follows.

In general, salvage credit (credit to Federal funds) should be considered when there is a need to dispose of expendable and nonexpendable tangible personal property acquired with Federal funds. Such property may be unused construction materials or salvaged highway appurtenances or other equipment and/or material for which the useful life extends beyond the construction contract.

Careful attention should be given to the contract provisions for salvage to ensure that the cost of the operation, i.e., removal or salvage, does not exceed the value of the item(s) once salvaged.

Salvage credit (credit to Federal funds) will not be required under the following circumstances: a) the salvaged item has a value less than \$5,000; b) the salvaged item becomes the contractor's property by virtue of the contract provisions, or c) the salvaged item will be reused in future projects eligible under Title 23 U.S.C. until its useful life is expended. The disposition of salvaged items on demonstration projects for which project funds are designated by amount and location should be determined in consultation with the appropriate program office in Headquarters.

Original Signed By
William A. Weseman

William A. Weseman