

**HEALTH, WELFARE AND PUBLIC SAFETY COMMITTEE
MEETING AGENDA
October 24, 2019
7:00 PM, ROOM 231 City Hall**

- I. Welcome and Roll Call**
- II. Approval of September 26, 2019 Minutes**
- III. Public Participation**
- IV. New Business**

Action Items

Police Department

- 1. Authorize the Mayor, Harry W. Rilling, to execute a right of access and entry agreement with Cianbro Corporation to mobilize and stage a crane over a portion of the Police Station Parking Lot.
- 2. Authorize the Mayor, Harry W. Rilling to execute any and all documents necessary to apply for and accept grant funds from the State of Connecticut Department of Transportation under the 2019-2020 Municipal DUI Enforcement Grant in the amount of \$60,223.56.

Fire Department

- 3. Authorize the Purchasing agent, Sharon Conners, to execute a purchase order on behalf of the Fire Department to Motorola Solutions for the purchase of portable radios as per Sole Source procurement request, for an amount not to exceed \$411,000. Account # 09203110 0639.

CITY OF NORWALK
HEALTH, WELFARE, PUBLIC SAFETY COMMITTEE
September 26, 2019

ATTENDANCE: Nick Sacchinelli, Chairman; Chris Yerinides; Eloisa Melendez; Doug Hempstead; Colin Hosten

STAFF: Deanna D'Amore, Director of Health; Deputy Walsh, Norwalk Police Dept.; Lieutenant Blake, Norwalk Police Dept.; Anthony Carr, Chief of Operations and Public Works; Jessica Casey, Chief of Economic Development; Jessica Paladino; DPW Waste Programs Manager

OTHERS: Diane Lauricella

I. WELCOME - ROLL CALL

Mr. Sacchinelli called the meeting to order at 7:04 p.m. and stated that the above members were in attendance and there was a quorum present.

II. APPROVAL OF MINUTES

July 25, 2018

**** MR. YERINIDES MOVED TO APPROVE THE MINUTES FROM THE MEETING OF JUNE 27, 2019.**

**** THE MOTION PASSED WITH (4) FOUR IN FAVOR AND (1) ABSTENTION- MR. HEMPSTEAD .**

III. PUBLIC PARTICIPATION

Diane Lauricella

Ms. Lauricella suggested a policy for whenever the Police Department or the Fire Department has a vehicle purchase that there are alternatives using fossil fuels. She asked if there had been some review of an electric vehicle with a backup generator or solar panels.

Ms. Lauricella stated that she is a Waste Management professional and there was discussion regarding installing other types of garbage containers on Wall Street. She there needs to be an inventory and look at the source prior to sizing any trash containers and if it should be city or private. She said she is opposed to taxpayers paying for trash that is accumulating on the sidewalks and the building owners should be finding a way to store trash properly in containers and have recycling containers to comply with the ordinance. She said the containers should be well marked and she will be submitting some photos of containers to Mr. Carr and suggested that there is clear signage for recycling and trash. She also suggested that an educational component is added because people are currently not recycling correctly and the new trend is called "Recycle Right".

Ms. Lauricella stated that it is important to no longer have anonymous cyber comments and she hopes one day this committee and the Human Relations Committee looks into bullying of marginalization and social isolation. She said before someone like herself is judged that they person should be talked to instead of what she feels that she has been subjected to.

IV. NEW BUSINESS

Action Items:

Police Department

1. AUTHORIZE THE PURCHASING AGENT, SHARON CONNORS, TO EXECUTE A PURCHASE ORDER ON BEHALF OF THE POLICE DEPARTMENT TO FIRST PRIORITY GROUP (FPG) FOR THE PURCHASE OF AN EMERGENCY SERVICES COMMAND VEHICLE, AS PER SOLE SOURCE PROCUREMENT REQUEST, FOR AN AMOUNT NOT TO EXCEED \$129,500.00. ACCOUNT #0917301 5777 AND 030000 2660.

Deputy Chief Walsh said this is for the purchase of an emergency command vehicle and it will give the police department the ability to respond quickly and have asset equipment at the scene of incidents. Mr. Yerinides asked how much the equipment to outfit the vehicle will cost. Deputy Chief Walsh said they already have all of the equipment. Mr. Yerinides asked if they have looked into any green vehicles. Deputy Chief Walsh said that they are exploring hybrid vehicles for their next fleet of patrol vehicles but a vehicles of this size could not be hybrid because it is so large. Mr. Sacchinelli asked what brought the need for the vehicle to light. Deputy Chief Walsh said that it is something that has been needed for several years and for over a year he and Lieutenant Blake have been researching different platforms for this vehicle and this is the best one to fit their needs. Mr. Sacchinelli asked what the useful lifespan of the vehicles will be. Deputy Chief Walsh said they expect a very long

lifespan and it will be maintained at the fleet garage. Mr. Yerinides asked if they anticipate having more than one in the future. Deputy Chief Walsh said “no”.

**** MR. YERINIDES MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

1B. AUTHORIZE THE POLICE CHIEF, THOMAS KULHAWIK TO EXECUTE CHANGE ORDER (S) T THE ABOVE CONTRACT \$6,500.00. ACCOUNT# 0917301 5777 AND 030000 26660.

**** MR. YERINIDES MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

2A. AUTHORIZE THE PURCHASE AGENT, SHARON CONNORS, TO EXECUTE A PURCHASE ORDER ON BEHALF OF THE POLICE DEPARTMENT TO SUPERIOR K-9 SERVICES FOR THE PURCHASE AND TRAINING OF TWO POLICE DOGS FOR AN AMOUNT NOT TO EXCEED \$31,500.00. ACCOUNT# 030000 2664.

Deputy Chief Walsh said that two of the K-9 dogs are now over nine years old and are aging out of their useful service in regards to health and capability. He said that they currently have over \$31,000 in the police donation account and that is where the funds will be coming from to purchase the dogs, and the cost also includes the training and certification for the dogs for narcotic detection and patrol work. Mr. Yerinides asked what will happen to the two current dogs. Deputy Chief Walsh said they retire and go home with the officers.

**** MR. HEMPSTEAD MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

2.B. AUTHORIZE THE POLICE CHIEF, THOMAS KULWAWIK TO EXECUTE CHANGE ORDER (S) ON THE ABOVE PURCHASE NOT TO EXCEED, \$1,750.00. ACCOUNT# 030000 2664.

**** MR. HEMPSTEAD MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

3. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN FEDERAL CORRECTIONAL INSTITUTE-DANBURY CT., FEDERAL BUREAU OF PRISONS, UNITED STATES DEPARTMENT OF JUSTICE AND THE NORWALK POLICE DEPARTMENT, NORWALK, CT. FOR THE PURPOSE OF PERMITTING THE NORWALK POLICE DEPARTMENT TO USE FIRING RANGES, TRAINING BUILDINGS AND PARKING AREA FOR TRAINING PURPOSES, IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE MOU.

Deputy Chief Walsh said in Danbury at the Federal Correction Institute there is an outdoor range and part of the process is the submit a MOU for their guidelines and regulations regarding usage of the range. Mr. Sacchinelli asked if the MOU is for indefinite amount of time. Deputy Chief Walsh said “yes”.

**** MR. HEMPSTEAD MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

4. AUTHORIZE THE MAYOR, HARRY W. RILLING, UPON RECOMMENDATION AND ADVICE BY THE CITY OF NORWALK CORPORATION COUNCEL AND OR/ASSISTANT CORPORATION COUNCEL, TO ENTER INTO NO CHARGE AGREEMENTS FOR USE AND ACCESS OF PRIVATE PROPERTY LOCATED IN THE CITY OF NORWALK FOR POLICE TRAINING PURPOSES THROUGH THE THIRD TUESDAY, OF NOVEMBER 2021. SEE ENCLOSED MEMORANDUM OF THOMAS KULHAWIK DATED SEPTEMBER 4, 2019.

Lieutenant Blake said there is currently a lot of development going on in the city and as a result there are buildings both commercial and residential that are being demolished or changed and they are always looking for places to train. He said this agreement will allow them to use the buildings without coming before the committee and the Common Council each time and allow them to get into the building more expeditiously to train. Mr. Sacchinelli said that the Corporation Counsels office had reached out to him and strongly suggested that the item be approved and that it is worthwhile for the police department. Mr. Yerinides asked if this is something other municipalities do. Lieutenant Blake a lot of other municipalities do not require an MOU and they have missed a lot of opportunities due to the time it takes to get the MOU. Mr. Hosten asked what is in it for the developer. Lieutenant Blake said nothing and that they usually reach out to the developer.

**** MS. MELENDEZ MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

Health Department

5A. AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO APPLY FOR AND ACCEPT GRAND FUNDS FROM LEDGE LIGHT HEATH DISTRICT IN THE AMOUNT OF \$63,288 FOR THE PERIOD BEGINNING JULY 1, 2019 THROUGH JUNE 30, 2020. FOR PUBLIC HEALTH EMERGENCY PEREPAREDNESS

Ms. D'Amore said that this is something that is done each year and in the past most of the focus has been on preparing for bioterrorism, but recently that are changing it to mass vaccination model. She said they are further regionalizing the approach so for the next two years they will be running a large drill in Bridgeport and will be working together on how to respond. She said that Ledge Light Heath District will be handling all of the funding for the region and the funding will help to fund two part time staff people in the Health Department for one year.

**** MR. HEMPSTEAD MOVED TO APPROVE THE ITEM.**

**** THE MOTION PASSED UNANIMOUSLY.**

5B. AUTHORIZE THE MAYOR, HARRY W. RILLNG, TO EXECUTE ANY AND ALL AGREEMENTS, DOCUMENTS, INSTRUMENTS OR AMENDMENTS AS MAY BE NECESSARY TO IMPLEMENT THE PUBLIC HEALTH EMERGENCY PREPAREDENESS GRANT FRO THE PERIOD BEGINNING JULY 1, 2019 THROUGH JUNE 30, 2020.

Discussion Items:

1. Bike/Walk Advisory Commission Annual Report

Ms. Rosett provided an overview of the ordinance that created the Bike/Walk commission and one of the purposes is to promote complete streets programs for bicyclists and pedestrians; review and update the bicycle master plan and pedestrian plan; review and provide advice to the POCD and review and provide advice on transportation and projects having impact on walking and biking in the city.

Ms. Rosett reported on the what the committee has done over the last year with the strategic plan and said they have completed east side and north side bike route connections and have been working with DPW and TMP on the feasibility of this; encourage any DPW engineers who are involved with street design or traffic attend a complete streets training and have increased the number of bike lanes and sharrows in the city and have updated the map on the website to reflect them. She said that they have reviewed, promoted and updated the Pedestrian Plan and the committee had developed a scorecard and tested it and worked through the existing Common Council districts and contacted the Council representatives in particular districts and received their input and support. She said once the priorities are identified they will work with DPW to get them

into the capital budget requests that they can be implemented. She said that they were involved in the process of the implementation of the POCD and are happy that the Common Council has approved it. She said that there was some concern on how the Bike/Walk Commission would interface with various parts of city government so the objects were to create liaisons to city departments and were successful. She said that they have participated in three outreach events and since Mr. Morgan has been onboard the outreach has been much better. She said that they had a website that was managed by a health associate who had decided to move on and they are hoping to have a new one on board later this fall and will go back to having regular updates done to the website and social media. She said that she has met with Mr. Morgan to discuss funding opportunities and that DPW, TMP and Redevelopment staff have written grants and will continue to look for outside funding.

Mr. Hempstead asked if the bike share program is on schedule to launch next month. Ms. Rosett said “no” and that they are in the process of regrouping with the vendor because one of the problem was that the city was unable to find enough locations in the time frame for the 100 bicycles. The city is currently looking for locations and the vendor will come back and provide a timeline and based on that will have a new launch date for next summer.

Mr. Hempstead said that safer places are needed for children and senior citizens to walk within the city and he hopes in the future plan that the committee is looking at a combination of things for a safer walking environment. He suggested an educational program on the advantages and benefits of riding a bike as a long term goal. Ms. Rosett said that they currently have an ongoing survey in the school community regarding the walkability around the schools and the committee also did an outreach on bicycle safety with the summer camps.

Mr. Sacchinelli said the committee has been working on high need areas where additional sidewalks and crosswalks will potentially be needed, and they have worked with every department and they all referred them to the Bike/Walk Commission and asked Ms. Rosett how the information was collected for the problem areas. Ms. Rosett said that outreach was to the Common Council members that represented each district. Mr. Sacchinelli said the committee was hoping for additional information on where sidewalks are needed and it that it is not the Common Council who has that information. Ms. D’Amore said the analysis that was done by the Pedestrian Committee was based on crash data and suggested they attend a future meeting to provide report. Mr. Sacchinelli asked if problem areas are being tracked by DPW. Mr. Carr said that under the reorganization that sidewalks and crosswalks have a joint venture between DPW and TMP and DPW is more focused on the replacement of existing sidewalks which are tied into the pavement management program, and he will be requesting additional funding in the capital budget paving account so that they can replace more roads which translates to more sidewalks. He said that he currently has the operations staff make the sidewalks safe but there is currently not a master plan for sidewalks and the plan is governed by pavement reconstruction. Mr. Sacchinelli asked who would be in charge of tracking instances for sidewalks. Mr. Carr said that they are normally funneled through the Customer Service Center and entered into a service request. Mr. Sacchinelli asked if the Pedestrian Committee had the information from Customer Service. Ms. Rosett said she does not think they had requested that but that would be a good source for information. Ms. Casey said for new sidewalks that TMP designs the concept based on feedback that they receive and then gets forwarded to DPW to engineer the plan and implement it. She said the TMP has a budget especially for safe routes to school and some other specific initiatives but work hand in hand with

DPW. Mr. Carr said that TMP only has \$50,000 in the budget for sidewalks and the repairs that will be done on Woodward Avenue is approximately a \$40,000 repair. Mr. Sacchinelli asked when new information is being collected on sidewalks who would the information go to. Mr. Carr suggested that they be sent to him and Ms. Casey and they will funnel through them internally.

Mr. Hosten asked if bike ridership is up or down. Ms. Rosett said that there is no good way to measure that but there are some smart phone apps that will show the riders who prescribe to the apps which tend to be more the elite cyclists so she is not sure the statistics would be applicable to the general population. She said once the bike share program is implemented that they will be able to get information from that.

Ms. Rosett reported on what the committee is planning for next year and said that they will be working on the goals that are in the strategic plan which include promoting complete streets programs and facility's for bicycles and pedestrians; review, promote and update the Master Bicycle Plan; review, promote, update and implement the Pedestrian Plan; Review and provide advise on transportation and other projects having an impact on walking and biking; coordinate and promote public awareness campaigns, education and events related to bicycle and pedestrian issues and research funding opportunities to support the mission of the commission.

2. Garbage

Mr. Carr said that it would be helpful to understand the issues related to sanitation and asked if they are within the commercial areas. Ms. Melendez said not entirely and that it is a general problem all over town and that some of the problem is littering. Mr. Carr said a lot of the complaints that he has received are coming from the business district. Ms. Melendez said that's a part of it and that she will have the complaints that she receives go straight to the Customer Service Center. Mr. Carr said that is what he was going to suggest and that is the best thing to do for any complaints that are received so that it can be centrally tracked. Ms. Melendez asked how often the garbage cans in the business district in SONO are picked up. Ms. Paladino said Monday through Friday at 7:00AM. Ms. Paladino said that they are looking into changing the containers so that they garbage won't blow down street and also to put recycling cans next to the street garbage cans so they are more inclined to recycle. Mr. Carr said with the next couple of weeks that DPW staff will be monitoring the downtown business district for one week and that it is a complicated situation in the downtown business district because there is very little frontage in a lot of the locations, and the ordinance allows the garbage be put out to the curb but that over 90% or more of the downtown business's get private sanitation collection and there is very little city collection and almost impossible to enforce. He said that one of the approaches they have been discussing is having groups of merchants share garbage collection areas which is currently being done at 50 Washington Street.

Mr. Hempstead said that he has been to the Transfer Station numerous times and staff is not checking permits.

Mr. Hempstead left the meeting at 8:25PM.

Mr. Sacchinelli asked how the problem can be addressed. Mr. Carr said to work with the Economic Development to foster relationships with the business owners and establish private areas to combine collection. Mr. Sacchinelli suggested a training component as an alternative for businesses that prefer to opt out of a combined collection. Mr. Sacchinelli thanked Mr. Carr and his staff for all of the work they are doing and said he would like to schedule an update in the near future.

3. Bullying

Mr. Sacchinelli said that there are numerous key people that need to be involved in the conversation regarding bullying and the task for this evening is to define the need to move forward and is the focus should be narrowed. He said the increase in developmental illness in younger children has brought this issue to light with cyberbullying and the inability to act on it for a legal standpoint. He said that he would like to develop a scope to have more awareness and that he had reached out to Ms. Meyer Mitchell and she had send some resources and would like to be involved in the discussion, and the Board of Education is currently in the process of developing a policy on how to handle it. The committee agreed to move forward and narrow the scope to cyberbullying. Ms. Melendez suggested starting a resolution. The committee agreed and that the language for the resolution will be worked on at the next committee meeting.

V. ADJOURNMENT

**** MR. YERINIDES MOVED TO ADJOURN.**
**** THE MOTION PASSED UNANIMOUSLY.**

The meeting was adjourned at 9:10 P.M.

Respectfully submitted,

Dilene Byrd
Telesco Secretarial Services



CP241 LOC A Signal House Installation Plan

CP 243 Interlocking

**Walk Bridge Program
Cianbro/Middlesex XV JV**

**Date: 10/7/2019
Revision: 01**

Revision Log

Revision	Date Of Issuance	Description of Change	Sections Revised
00	8/14/2019	Initial Issue	N/A
01	10/7/2019	Changed rigging/installation plan	Appendix A

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Appendix A - Signal House Installation Plan

Appendix B – Access Locations

Appendix C - Equipment

Section 01 - Preface

Cianbro Middlesex (CMJV) is providing this "CP241 LOC A Signal House Installation Plan" in accordance with the special provisions of this Contract. The plan must be submitted to Metro-North Railroad (MNR or the Railroad) prior to commencement of work by CMJV in the Railroad right-of-way (ROW).

Section 02 – Project Information

CTDOT Project Number: 0301-0181A CP243 Interlocking

Town: Norwalk, CT

Owner: State of Connecticut (CTDOT)

Designer: HNTB Corporation

Contractor: Cianbro Middlesex JV XV

Section 03 – Scope of Work (Railroad Specific)

CMJV will install the CP 241 LOC A Signal House at the proposed location in the contract drawings. The signal house will sit on the previously installed precast pier foundations.

Installing the signal house will consist of:

1. Setting up a DEMAG AC395 Crane at the South Norwalk Police Station.
2. Transporting the LOC A Signal House to the South Norwalk Police Station.
3. Pick the LOC A Signal House with the Demag AC395 Crane using fabricated strong back.
4. Set the LOC A Signal House on the precast pier foundations.
5. Secure the LOC A Signal House using the manufacturer provided foundation clips.

The detailed installation plan can be found in Appendix A.

Section 04 – Limitation of Operations (Railroad Specific)

CMJV will utilize the MNR flagmen to work within the MNR ROW at CP241. The limits of the work will be from approx. Sta 2171+50+00 to Sta 2172+50. This work will require a track outage on Track #6, with the catenary power and south side power grounded.

Section 05 – Control of the Work

Access to the Work

CMJV will access Track #4 and Track #6 under the direction of the designated flag person. The primary access point will be at South Norwalk Station (See Appendix B).

Section 06 – Hazards

Potential hazards and CMJV's effort to eliminate the hazards are as follows:

Hazard	Elimination Effort
Struck by moving equipment and material.	All moving equipment will have spotters. Heavy material being lifted/moved will have tag lines to stabilize the material and an engineered rigging plan will be provided.
Fouling active train lines.	Track #6 will be out of service. MNR Flaggers will be utilized so that no equipment or personnel foul active rails without an MNR flaggers permission.



CP241 LOC A Signal House Installation Plan

Appendix A – Signal House Installation Plan

CP243 Improvements

Walk Bridge Program Cianbro/Middlesex JV XV



12 April 2019

REVISION 2: SET FROM PARKING LOT		
Pg	DWG No.	SIGNAL HOUSE SHEET INDEX
1	A.36.01	SITE PLAN & INDEX
2	A.36.02	PLAN & ELEVATION VIEW
3	A.36.03	RIGGING DETAIL
4	A.36.04	DEMAG AC395 ELEVATION

[illegible]





CP241 LOC A Signal House Installation Plan

Appendix B – Access Locations

CP243 Improvements

Walk Bridge Program Cianbro/Middlesex JV XV

Crane Setup
Location

Norwalk Police
Station

CP 241 LOC A

South Main Street

Monroe Street

Google



CP241 LOC A Signal House Installation Plan

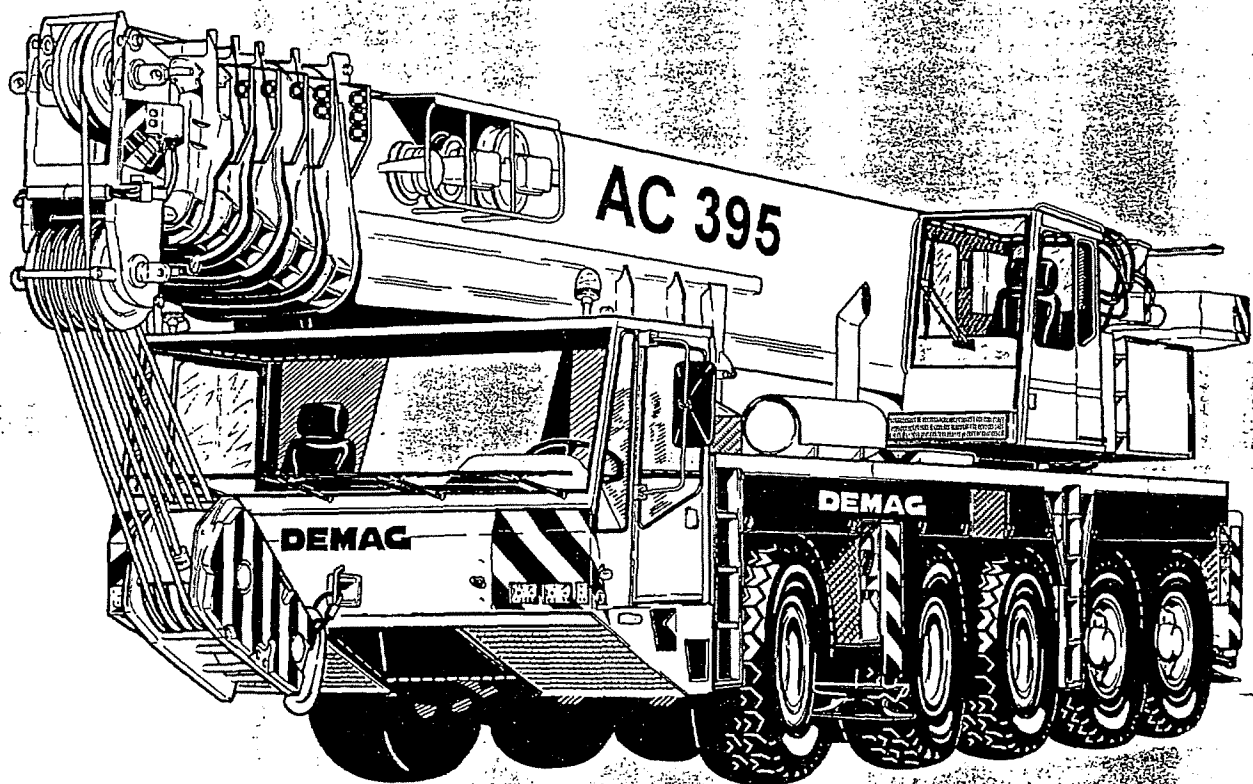
Appendix C – Equipment

CP243 Improvements

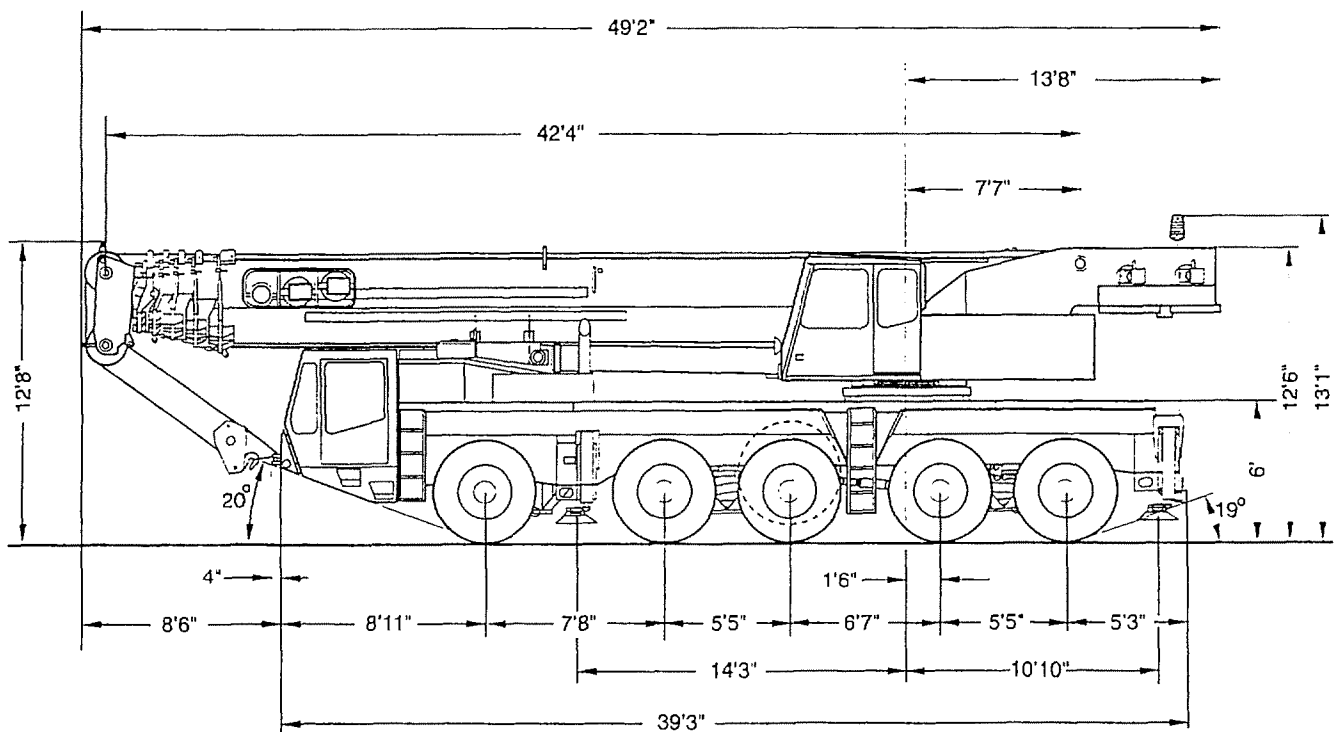
Walk Bridge Program Cianbro/Middlesex JV XV

**MANNESMANN
DEMAG**

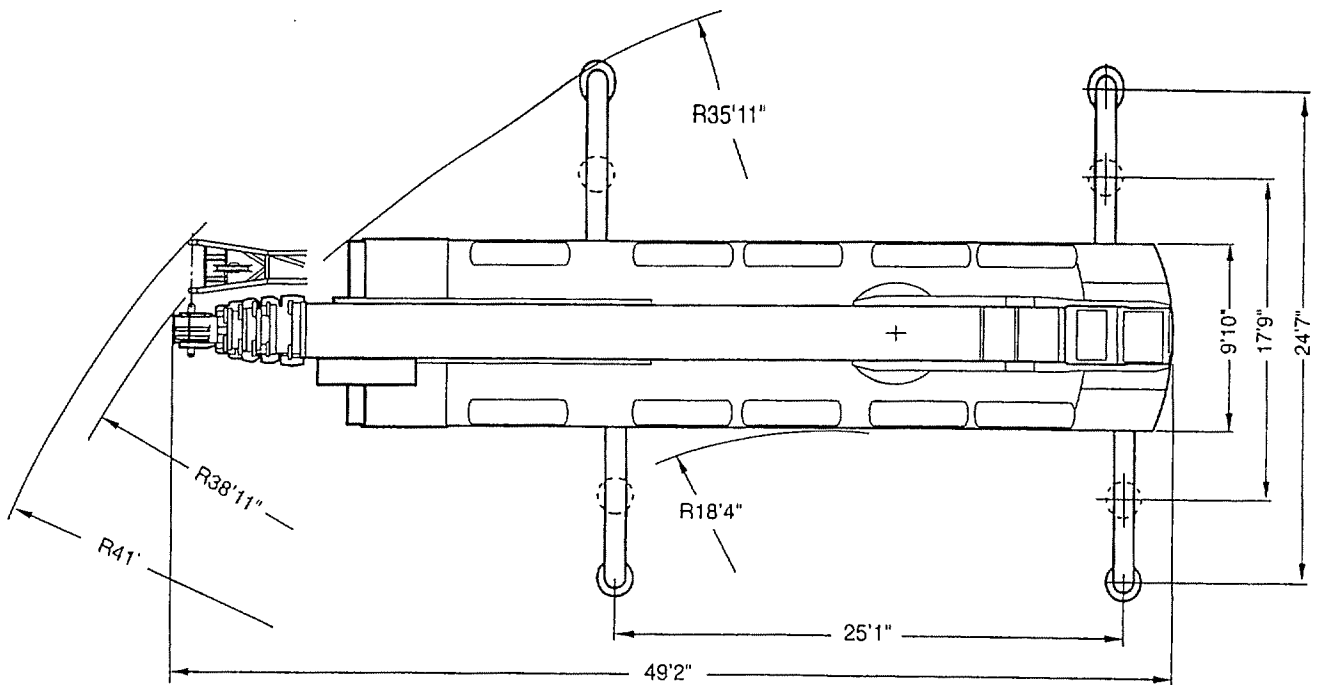
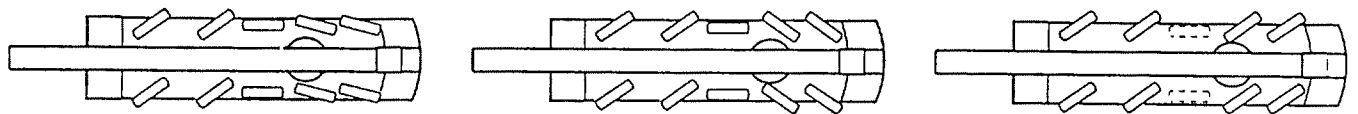
Demag AC 395



Dimensions



Dimensions



Specifications

Axle loads

Basic machine with hook block type 32, 17600 lb counterweight, tires 14.00 R 25, spare wheel.

Basic machine 56 ft main boom extension, with hook block type 32, 13200 lb counterweight, tires 14.00 R 25, spare wheel.

Axles	5 x 26,460 lb
Total	132,300 lb

Working speeds (infinitely variable)

Mechanisms	Normal speed	High speed	Max. permissible line pull ¹⁾	Length of hoist rope
Hoist I	197 ft/min	361 ft/min	16,000 lb	787 ft
Hoist II	197 ft/min	361 ft/min	16,000 lb	787 ft

Slewing max. 2 rpm

Telescoping speed 42-197 ft: 150 s

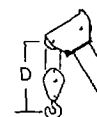
Boom elevation -1.5° - +80.5°: 55 s

Carrier performance

Travel speed	0 to 46/50 mph ³⁾
Forward	0 to 4 mph
Reverse	max. 60%
Gradeability in travel order	13 inches
Ground clearance	

Hook block/Single line hook

Type	Possible load ²⁾	Number of sheaves	Number of lines	Weight	"D"
125*)	132 t	9	18	2867 lb	6.6 ft
80	87 t	5	11	2051 lb	6.2 ft
63	55 t	3	7	1543 lb	6.2 ft
32	23 t	1	3	1213 lb	5.9 ft
8	8 t	Single line hook		551 lb	5.6 ft



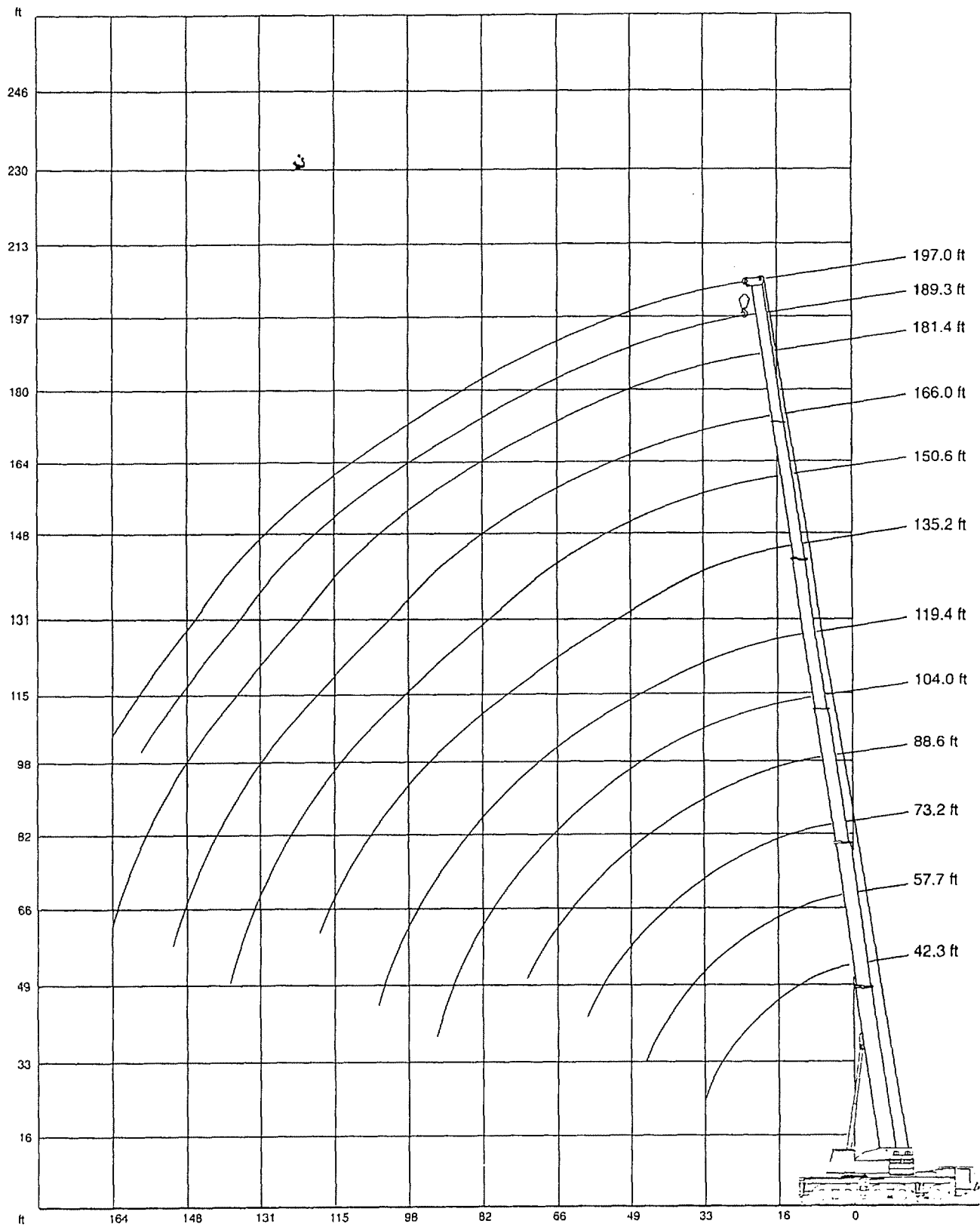
*) heavy-lift attachment is required, without heavy-lift attachment: capacity 96 tons (12 lines)

¹⁾ varies depending on national regulations

²⁾ varies depending on line pull permissible under different national regulations

³⁾ depending on tires

Working range main boom



Lifting capacities main boom in 1,000 lb

66,100 lb  25'1" x 24'7" 360° 85%

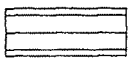
Radius ft	Length of main boom (ft)																	
	42.3 ft	57.7 ft	73.2 ft	88.6 ft	88.6 ft	104.0 ft	104.7 ft	119.4 ft	135.2 ft	134.8 ft	150.6 ft	150.6 ft	166.0 ft	166.0 ft	181.4 ft	181.4 ft	189.3 ft	197.0 ft
	1,000 lb																	
10	300.0*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	241.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	234.5	169.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	213.7	169.7	121.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	193.9	166.0	121.2	97.0	48.5	-	-	-	-	-	-	-	-	-	-	-	-	-
16	185.1	160.5	121.2	97.0	48.5	72.7	48.5	-	-	-	-	-	-	-	-	-	-	-
19	163.0	144.3	121.2	97.0	48.5	72.7	48.5	48.5	-	-	-	-	-	-	-	-	-	-
23	139.5	126.2	121.1	96.9	48.5	72.7	48.4	48.5	-	-	-	-	-	-	-	-	-	-
26	120.8	115.5	112.2	93.5	48.5	70.9	47.8	48.5	48.5	33.9	-	-	-	-	-	-	-	-
29	106.1	104.6	101.7	87.7	48.5	66.3	45.8	48.5	48.5	33.9	38.1	21.8	-	-	-	-	-	-
33	87.7	89.4	86.8	79.5	48.4	60.3	43.0	48.4	45.9	33.9	36.5	21.8	29.7	16.9	-	-	-	-
39	-	68.3	65.2	64.0	45.3	52.9	39.2	46.2	41.7	33.1	34.3	21.8	28.5	16.9	21.8	16.9	-	-
46	-	51.4	48.6	47.7	41.1	45.3	35.4	41.6	37.4	29.2	31.2	21.8	26.4	16.9	21.8	16.9	19.3	16.9
52	-	-	39.1	38.2	37.5	37.4	32.0	38.4	34.2	26.4	28.6	21.8	24.6	16.9	21.2	16.7	17.5	16.7
59	-	-	30.9	30.0	33.9	29.3	28.9	34.6	30.6	23.6	25.5	19.8	22.2	16.9	19.4	15.2	16.3	16.0
65	-	-	-	24.5	30.3	23.9	26.4	31.6	28.2	21.5	23.1	18.0	20.4	16.9	18.0	14.2	15.1	15.0
72	-	-	-	19.3	25.6	18.6	24.0	26.5	25.2	19.4	20.7	16.5	18.5	15.4	16.5	12.8	14.1	14.1
79	-	-	-	-	-	14.2	21.9	22.5	22.1	17.5	18.6	14.9	16.9	14.0	15.1	11.8	12.9	12.9
85	-	-	-	-	-	11.3	20.7	19.5	19.1	16.5	17.2	14.1	15.9	13.0	14.3	10.6	11.9	12.1
92	-	-	-	-	-	8.7	18.2	16.7	16.0	15.1	16.0	12.7	14.5	12.1	12.9	9.9	10.5	11.2
98	-	-	-	-	-	-	-	14.4	14.0	14.5	14.0	12.1	13.7	11.3	12.1	9.0	9.5	10.4
105	-	-	-	-	-	-	-	12.3	11.6	13.6	11.6	11.2	11.6	10.3	11.4	8.1	8.1	9.6
111	-	-	-	-	-	-	-	-	10.0	11.8	10.0	10.4	10.0	9.9	10.2	7.5	7.3	8.8
118	-	-	-	-	-	-	-	-	8.4	10.1	8.4	9.9	8.4	9.2	8.4	6.8	6.6	7.9
124	-	-	-	-	-	-	-	-	-	-	7.1	9.3	7.1	8.8	7.3	6.4	6.2	7.1
131	-	-	-	-	-	-	-	-	-	-	5.7	8.1	5.7	7.9	6.2	5.5	5.3	6.2
138	-	-	-	-	-	-	-	-	-	-	4.8	7.2	4.8	7.0	4.8	5.0	4.5	4.8
144	-	-	-	-	-	-	-	-	-	-	-	-	4.0	6.2	4.0	4.6	3.5	4.0
151	-	-	-	-	-	-	-	-	-	-	-	-	2.8	5.0	3.0	4.1	2.6	3.0
157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.2	3.5	2.0	2.2
164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.5	2.8	-	1.5

Boom extension sequence %

Tele 1	0	0	50	75	30	100	20	44	60	40	70	40	80	50	90	50	100	100
Tele 2	0	50	50	75	30	100	20	44	60	40	70	40	80	50	90	100	100	100
Tele 3	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 4	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 5	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100

*) over rear

Lifting capacities main boom in 1,000 lb

44,100 lb  25'1" x 24'7" 360° 85%

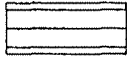
	Length of main boom (ft)																		
Radius	42.3 ft	57.7 ft	73.2 ft	88.6 ft	88.6 ft	104.0ft	104.7ft	119.4ft	135.2ft	134.8ft	150.6ft	150.6ft	166.0ft	166.0ft	181.4ft	181.4ft	189.3ft	197.0ft	
ft	1,000 lb																		
10	300.0*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	241.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	232.3	169.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	210.6	169.7	121.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
15	191.0	166.0	121.2	97.0	48.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	182.4	160.5	121.2	97.0	48.5	72.7	48.5	-	-	-	-	-	-	-	-	-	-	-	
19	158.7	144.3	121.2	97.0	48.5	72.7	48.5	48.5	-	-	-	-	-	-	-	-	-	-	
23	127.6	126.1	121.0	96.9	48.5	72.7	48.4	48.5	-	-	-	-	-	-	-	-	-	-	
26	110.3	109.2	106.1	93.5	48.5	70.9	47.8	48.5	48.5	33.9	-	-	-	-	-	-	-	-	
29	92.6	91.7	88.1	85.4	48.5	66.3	45.8	48.5	48.5	33.9	38.1	21.8	-	-	-	-	-	-	
33	72.9	72.3	69.0	67.9	48.4	60.2	43.0	48.4	45.9	33.9	36.5	21.8	29.7	16.9	-	-	-	-	
39	-	53.8	50.9	49.8	45.3	48.7	39.2	46.2	41.7	33.1	34.3	21.8	28.5	16.9	21.8	16.9	-	-	
46	-	39.5	36.7	35.8	41.1	35.4	35.4	41.5	37.4	29.2	31.2	21.8	26.4	16.9	21.8	16.9	19.3	16.9	
52	-	-	28.8	27.5	34.2	26.9	32.0	35.3	34.2	26.4	28.6	21.8	24.6	16.9	21.2	16.7	17.5	16.7	
59	-	-	21.4	20.3	27.1	19.6	28.9	28.4	28.0	23.6	25.5	19.8	22.2	16.9	19.4	15.2	16.3	16.0	
65	-	-	-	15.6	22.5	15.0	25.0	23.8	23.2	21.5	22.9	18.0	20.4	16.9	18.0	14.2	15.1	15.0	
72	-	-	-	11.5	17.9	10.4	20.8	19.2	18.8	19.4	18.8	16.5	18.5	15.4	16.5	12.8	14.1	14.1	
79	-	-	-	-	-	7.3	17.3	15.7	15.1	17.0	15.1	14.9	15.1	14.0	15.1	11.8	12.9	12.9	
85	-	-	-	-	-	4.9	14.8	13.1	12.6	14.4	12.6	14.1	12.6	13.0	12.8	10.6	11.9	12.1	
92	-	-	-	-	-	2.8	12.2	10.7	10.1	12.0	10.1	12.7	10.3	12.0	10.3	9.9	10.1	10.3	
98	-	-	-	-	-	-	-	9.1	8.2	10.2	8.2	10.9	8.5	10.6	8.5	9.0	8.2	8.5	
105	-	-	-	-	-	-	-	7.2	6.8	8.3	6.8	9.2	6.8	9.2	6.8	8.1	6.6	6.8	
111	-	-	-	-	-	-	-	-	5.4	7.1	5.4	7.8	5.4	7.8	5.6	6.9	5.2	5.4	
118	-	-	-	-	-	-	-	-	4.2	5.7	4.2	6.6	4.2	6.4	4.2	5.5	3.9	4.2	
124	-	-	-	-	-	-	-	-	-	-	3.0	5.4	3.0	5.4	3.2	4.5	2.7	3.2	
131	-	-	-	-	-	-	-	-	-	-	2.0	4.4	2.0	4.2	2.2	3.3	1.7	2.2	
138	-	-	-	-	-	-	-	-	-	-	-	3.5	-	3.2	-	2.4	-	-	
144	-	-	-	-	-	-	-	-	-	-	-	-	-	2.4	-	1.8	-	-	
151	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9	-	-	-	-	

Boom extension sequence %

Tele 1	0	0	50	75	30	100	20	44	60	40	70	40	80	50	90	50	100	100
Tele 2	0	50	50	75	30	100	20	44	60	40	70	40	80	50	90	100	100	100
Tele 3	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 4	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 5	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100

*) over rear

Lifting capacities main boom in 1,000 lb

17,600 lb  25'1" x 24'7" 360° 85%

Radius ft	Length of main boom (ft)																	
	42.3 ft	57.7 ft	73.2 ft	88.6 ft	88.6 ft	104.0 ft	104.7 ft	119.4 ft	135.2 ft	134.8 ft	150.6 ft	150.6 ft	166.0 ft	166.0 ft	181.4 ft	181.4 ft	189.3 ft	197.0 ft
	1,000 lb																	
10	240.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	229.7	169.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	207.1	169.7	121.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	186.7	166.0	121.2	97.0	48.5	-	-	-	-	-	-	-	-	-	-	-	-	-
16	174.4	160.5	121.2	97.0	48.5	72.7	48.5	-	-	-	-	-	-	-	-	-	-	-
19	143.3	140.3	121.2	97.0	48.5	72.7	48.5	48.5	-	-	-	-	-	-	-	-	-	-
23	106.6	105.5	101.3	96.7	48.5	72.7	48.4	48.5	-	-	-	-	-	-	-	-	-	-
26	82.8	81.9	77.9	76.6	48.5	70.9	47.8	48.5	48.5	33.9	-	-	-	-	-	-	-	-
29	66.8	65.7	62.0	60.9	48.5	59.6	45.8	48.5	48.5	33.9	38.1	21.8	-	-	-	-	-	-
33	50.8	50.0	46.5	45.6	48.2	44.7	43.0	48.2	45.8	33.9	36.5	21.8	29.7	16.9	-	-	-	-
39	-	35.3	32.1	31.3	38.7	30.4	39.2	39.9	39.4	33.1	34.3	21.8	28.5	16.9	21.8	16.9	-	-
46	-	24.5	21.3	20.2	27.9	19.3	30.7	29.2	28.8	29.2	28.8	21.8	26.4	16.9	21.8	16.9	19.3	16.9
52	-	-	14.8	13.5	21.4	12.8	24.5	23.0	22.3	24.2	22.5	21.8	22.1	16.9	21.2	16.7	17.5	16.7
59	-	-	9.3	8.1	15.4	7.5	18.7	17.0	16.5	18.7	16.5	19.4	16.5	16.9	16.5	15.2	15.8	15.8
65	-	-	-	4.9	12.0	3.9	14.9	13.1	12.7	14.7	12.7	15.6	12.9	15.3	12.9	14.2	12.2	12.2
72	-	-	-	1.8	8.4	-	11.5	9.7	9.3	11.3	9.3	11.9	9.3	11.9	9.5	11.3	9.1	9.1
79	-	-	-	-	-	-	8.9	7.1	6.7	8.7	6.7	9.3	6.7	9.3	6.9	8.3	6.5	6.7
85	-	-	-	-	-	-	6.9	5.3	4.7	6.7	4.9	7.3	4.9	7.3	5.1	6.6	4.7	4.9
92	-	-	-	-	-	-	5.2	3.5	3.0	4.8	3.0	5.4	3.0	5.4	3.2	4.8	2.8	3.0
98	-	-	-	-	-	-	-	2.2	1.8	3.4	1.8	4.2	1.8	4.2	2.0	3.4	1.6	2.0
105	-	-	-	-	-	-	-	-	-	2.2	-	2.8	-	2.8	-	2.2	-	-
111	-	-	-	-	-	-	-	-	-	-	-	2.0	-	1.8	-	-	-	-

Boom extension sequence %

Tele 1	0	0	50	75	30	100	20	44	60	40	70	40	80	50	90	50	100	100
Tele 2	0	50	50	75	30	100	20	44	60	40	70	40	80	50	90	100	100	100
Tele 3	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 4	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 5	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100

Lifting capacities main boom in 1,000 lb

13,200 lb



25'1" x 24'7" 360°

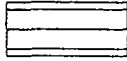
85%

Length of main boom (ft)																			
Radius	42.3 ft	57.7 ft	73.2 ft	88.6 ft	88.6 ft	104.0ft	104.7ft	119.4ft	135.2ft	134.8ft	150.6ft	150.6ft	166.0ft	166.0ft	181.4ft	181.4ft	189.3ft	197.0ft	
ft	1,000 lb																		
10	240.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	229.1	169.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	206.2	169.7	121.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
15	185.2	166.0	121.2	97.0	48.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	171.5	160.5	121.2	97.0	48.5	72.7	48.5	-	-	-	-	-	-	-	-	-	-	-	
19	140.3	138.0	121.2	97.0	48.5	72.7	48.5	48.5	-	-	-	-	-	-	-	-	-	-	
23	99.8	98.7	94.3	93.0	48.5	72.7	48.4	48.5	-	-	-	-	-	-	-	-	-	-	
26	77.4	76.5	72.5	71.4	48.5	69.0	47.8	48.5	48.5	33.9	-	-	-	-	-	-	-	-	
29	61.5	60.6	56.8	55.7	48.5	54.7	45.8	48.5	48.5	33.9	38.1	21.8	-	-	-	-	-	-	
33	46.5	45.6	42.3	41.2	48.0	40.5	43.0	48.1	45.7	33.9	36.5	21.8	29.7	16.9	-	-	-	-	
39	-	32.1	29.0	27.7	35.3	27.0	38.4	37.0	36.3	33.1	34.3	21.8	28.5	16.9	21.8	16.9	-	-	
46	-	21.5	18.2	16.9	25.0	16.2	28.1	26.6	26.1	28.1	26.1	21.8	25.7	16.9	21.7	16.9	19.3	16.9	
52	-	-	12.1	10.8	18.8	10.2	22.1	20.3	19.7	21.9	19.9	21.8	19.6	16.9	18.9	16.7	17.5	16.7	
59	-	-	7.0	5.7	13.2	5.1	16.5	14.8	14.1	16.3	14.3	17.2	14.3	16.9	13.9	15.2	13.0	13.2	
65	-	-	-	2.7	10.0	2.0	12.9	11.1	10.7	12.7	10.7	13.6	10.7	13.5	10.6	12.4	10.0	10.2	
72	-	-	-	-	6.9	-	9.7	8.0	7.5	9.5	7.5	10.2	7.5	10.2	7.7	9.3	7.1	7.1	
79	-	-	-	-	-	-	7.1	5.6	4.9	6.9	5.0	7.6	5.2	7.6	5.2	6.9	4.7	4.7	
85	-	-	-	-	-	-	5.3	4.0	3.1	5.1	3.3	5.8	3.3	5.8	3.6	5.1	3.1	3.1	
92	-	-	-	-	-	-	3.9	2.1	1.7	3.5	1.7	4.3	1.7	4.3	1.9	3.2	1.7	1.7	
98	-	-	-	-	-	-	-	-	-	2.2	-	2.9	-	2.9	-	2.2	-	-	
105	-	-	-	-	-	-	-	-	-	-	-	1.7	-	1.7	-	-	-	-	

Boom extension sequence %

Tele 1	0	0	50	75	30	100	20	44	60	40	70	40	80	50	90	50	100	100
Tele 2	0	50	50	75	30	100	20	44	60	40	70	40	80	50	90	100	100	100
Tele 3	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 4	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 5	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100

Lifting capacities main boom in 1,000 lb

0 lb   25'1" x 24'7" 360° 85%

Radius ft	Main boom (ft)				
	42.3 ft	57.7 ft	73.2 ft	88.6 ft	88.6 ft
	1,000 lb				
10	218.6	-	-	-	-
11	207.0	154.3	-	-	-
13	186.0	154.3	110.2	-	-
15	157.7	150.4	110.2	88.1	44.0
16	146.2	143.4	110.2	88.1	44.0
19	104.2	103.3	93.6	88.0	44.0
23	65.5	64.6	60.6	59.5	44.0
26	48.7	47.9	44.5	43.6	44.0
29	37.9	37.0	34.1	33.0	39.6
33	27.9	27.0	23.9	23.0	30.5
39	-	17.5	14.8	14.0	20.6
46	-	10.7	8.3	7.4	13.6
52	-	-	4.0	3.2	9.7
59	-	-	-	-	6.4
65	-	-	-	-	3.9

Boom extension sequence %

Tele 1	0	0	50	75	30
Tele 2	0	50	50	75	30
Tele 3	0	0	0	0	30
Tele 4	0	0	0	0	30
Tele 5	0	0	0	0	30

Lifting capacities main boom in 1,000 lb

Special boom extension sequence

17,600 lb   25'1" x 24'7" 360° 85%

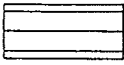
Radius ft	Main boom (ft)						
	73.2 ft	88.6 ft	104.4 ft	119.8 ft	135.2 ft	150.6 ft	166.0 ft
	1,000 lb						
13	48.5	-	-	-	-	-	-
15	48.5	48.5	-	-	-	-	-
16	48.5	48.5	43.6	-	-	-	-
19	48.5	48.5	43.6	26.6	-	-	-
23	47.5	48.5	43.6	26.6	16.9	-	-
26	44.7	48.5	41.6	26.6	16.9	16.9	-
29	42.1	47.0	38.4	26.6	16.9	16.9	-
33	39.1	42.5	34.2	26.6	16.9	16.9	16.9
39	35.0	36.7	29.4	26.4	16.9	16.9	16.9
46	31.4	31.6	25.1	22.6	16.9	16.9	16.9
52	25.0	26.2	22.2	20.0	16.9	16.9	16.9
59	19.4	20.7	20.0	17.4	16.9	16.9	15.8
65	-	16.9	17.6	16.0	15.3	15.3	14.6
72	-	13.3	14.2	14.3	13.9	13.9	13.0
79	-	-	11.5	12.0	12.4	11.3	10.2
85	-	-	9.5	10.0	10.6	9.3	8.2
92	-	-	7.6	8.1	8.7	7.4	6.5
98	-	-	-	6.9	7.3	6.2	5.1
105	-	-	-	5.5	6.1	4.8	3.9
111	-	-	-	-	4.9	3.6	2.7
118	-	-	-	-	3.9	2.6	1.7
124	-	-	-	-	-	2.0	-

Boom extension sequence %

Tele 1	0	0	0	0	0	0	0
Tele 2	0	0	0	0	0	50	100
Tele 3	33	50	67	83	100	100	100
Tele 4	33	50	67	83	100	100	100
Tele 5	33	50	67	83	100	100	100

Lifting capacities main boom in 1,000 lb

Special boom extension sequence

13,200 lb   25'1" x 24'7" 360° 85%

Radius ft	Main boom (ft)						
	73.2 ft	88.6 ft	104.4 ft	119.8 ft	135.2 ft	150.6 ft	166.0 ft
	1,000 lb						
13	48.5	-	-	-	-	-	-
15	48.5	48.5	-	-	-	-	-
16	48.5	48.5	43.6	-	-	-	-
19	48.5	48.5	43.6	26.6	-	-	-
23	47.5	48.5	43.6	26.6	16.9	-	-
26	44.7	48.5	41.6	26.6	16.9	16.9	-
29	42.1	47.0	38.4	26.6	16.9	16.9	-
33	39.1	42.5	34.2	26.6	16.9	16.9	16.9
39	35.0	36.7	29.4	26.4	16.9	16.9	16.9
46	28.8	29.9	25.1	22.6	16.9	16.9	16.9
52	22.5	23.8	22.2	20.0	16.9	16.9	16.9
59	17.0	18.5	19.2	17.4	16.9	16.9	15.8
65	-	14.9	15.7	16.0	15.3	15.3	14.4
72	-	11.7	12.4	13.0	13.7	12.4	11.3
79	-	-	9.8	10.2	11.1	9.8	8.7
85	-	-	8.0	8.4	9.3	8.0	6.9
92	-	-	6.5	7.0	7.4	6.3	5.0
98	-	-	-	5.6	6.2	4.9	4.0
105	-	-	-	4.4	4.8	3.5	2.6
111	-	-	-	-	4.0	2.7	-
118	-	-	-	-	2.8	-	-

Boom extension sequence %

Tele 1	0	0	0	0	0	0	0
Tele 2	0	0	0	0	0	50	100
Tele 3	33	50	67	83	100	100	100
Tele 4	33	50	67	83	100	100	100
Tele 5	33	50	67	83	100	100	100

Lifting capacities main boom in 1,000 lb

66,100 lb



25'1" x 17'9" 360°

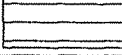
85%

Radius ft	Main boom (ft)																	
	42.3 ft	57.7 ft	73.2 ft	88.6 ft	88.6 ft	104.0 ft	104.7 ft	119.4 ft	135.2 ft	134.8 ft	150.6 ft	150.6 ft	166.0 ft	166.0 ft	181.4 ft	181.4 ft	189.3 ft	197.0 ft
	1,000 lb																	
10	235.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	221.6	169.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	197.2	169.7	121.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	177.6	166.0	121.2	97.0	48.5	-	-	-	-	-	-	-	-	-	-	-	-	-
16	169.0	160.5	121.2	97.0	48.5	72.7	48.5	-	-	-	-	-	-	-	-	-	-	-
19	145.1	142.7	121.2	97.0	48.5	72.7	48.5	48.5	-	-	-	-	-	-	-	-	-	-
23	103.8	102.9	99.6	96.8	48.5	72.7	48.4	48.5	-	-	-	-	-	-	-	-	-	-
26	83.6	82.5	79.6	78.6	48.5	70.9	47.8	48.5	48.5	33.9	-	-	-	-	-	-	-	-
29	69.2	68.3	65.6	64.7	48.5	63.3	45.8	48.5	48.5	33.9	38.1	21.8	-	-	-	-	-	-
33	55.3	54.6	52.0	51.1	48.3	50.5	43.0	48.3	45.9	33.9	36.5	21.8	29.7	16.9	-	-	-	-
39	-	41.1	38.7	37.8	43.3	37.4	39.2	44.5	41.7	33.1	34.3	21.8	28.5	19.9	21.8	16.9	-	-
46	-	30.7	28.3	27.4	33.2	27.0	35.4	34.3	33.8	29.2	31.2	21.8	26.4	16.9	21.8	16.9	19.3	16.9
52	-	-	22.3	21.6	26.9	21.2	29.3	28.0	27.6	26.4	27.4	21.8	24.6	16.9	21.2	16.7	17.5	16.7
59	-	-	17.0	16.3	21.4	15.9	23.6	22.5	22.0	23.6	22.0	19.8	22.0	16.9	19.4	15.2	16.3	16.0
65	-	-	-	12.9	17.9	12.4	19.9	19.0	18.6	19.9	18.6	18.0	18.6	16.9	18.0	14.2	15.1	15.0
72	-	-	-	9.7	14.6	9.1	16.6	15.5	15.0	16.6	15.0	16.5	15.0	15.4	15.2	12.8	14.1	14.1
79	-	-	-	-	-	6.0	14.0	12.7	12.4	14.0	12.4	14.4	12.4	14.0	12.7	11.8	12.4	12.7
85	-	-	-	-	-	4.0	12.2	10.8	10.4	12.0	10.4	12.4	10.4	12.4	10.6	10.6	10.4	10.6
92	-	-	-	-	-	1.9	10.3	9.2	8.7	10.1	8.7	10.5	8.7	10.5	9.0	9.8	8.7	9.0
98	-	-	-	-	-	-	-	7.8	7.3	8.4	7.3	9.3	7.3	9.3	7.5	8.4	7.3	7.5
105	-	-	-	-	-	-	-	6.3	5.7	7.2	5.7	7.7	5.7	7.7	6.1	7.2	5.5	6.1
111	-	-	-	-	-	-	-	-	4.7	6.4	4.7	6.9	4.7	6.9	4.7	6.2	4.5	4.7
118	-	-	-	-	-	-	-	-	3.3	5.0	3.3	5.5	3.3	5.5	3.3	4.8	3.1	3.3
124	-	-	-	-	-	-	-	-	-	-	2.5	4.7	2.3	4.7	2.5	3.6	2.2	2.5
131	-	-	-	-	-	-	-	-	-	-	1.5	3.5	1.5	3.5	1.5	2.8	-	1.5
138	-	-	-	-	-	-	-	-	-	-	-	2.8	-	2.6	-	1.9	-	-

Boom extension sequence %

Tele 1	0	0	50	75	30	100	20	44	60	40	70	40	80	50	90	50	100	100
Tele 2	0	50	50	75	30	100	20	44	60	40	70	40	80	50	90	100	100	100
Tele 3	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 4	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 5	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100

Lifting capacities main boom in 1,000 lb

44,100 lb   25'1" x 17'9" 360° 85%

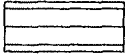
Radius ft	Main boom (ft)																	
	42.3 ft	57.7 ft	73.2 ft	88.6 ft	88.6 ft	104.0 ft	104.7 ft	119.4 ft	135.2 ft	134.8 ft	150.6 ft	150.6 ft	166.0 ft	166.0 ft	181.4 ft	181.4 ft	189.3 ft	197.0 ft
	1,000 lb																	
10	230.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	216.4	169.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	192.5	169.7	121.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	172.9	165.9	121.2	97.0	48.5	-	-	-	-	-	-	-	-	-	-	-	-	-
16	163.1	160.3	121.2	97.0	48.5	72.7	48.5	-	-	-	-	-	-	-	-	-	-	-
19	119.5	118.6	108.0	97.0	48.5	72.7	48.5	48.5	-	-	-	-	-	-	-	-	-	-
23	80.5	79.6	76.1	75.2	48.5	72.5	48.4	48.5	-	-	-	-	-	-	-	-	-	-
26	64.3	63.5	60.3	59.5	48.5	58.6	47.8	48.5	48.5	33.9	-	-	-	-	-	-	-	-
29	52.8	51.9	49.0	48.2	48.5	47.7	45.8	48.5	48.5	33.9	38.1	21.8	-	-	-	-	-	-
33	41.5	40.8	38.2	37.5	43.9	36.9	42.9	45.4	44.8	33.9	36.4	21.8	29.7	16.9	-	-	-	-
39	-	29.9	27.5	26.8	32.8	26.4	35.0	34.2	33.7	33.1	33.2	21.8	28.5	16.9	21.8	16.9	-	-
46	-	21.7	19.5	18.6	24.1	18.2	26.6	25.5	24.8	26.6	25.0	21.8	25.0	16.9	21.8	16.9	19.3	16.9
52	-	-	14.7	14.0	19.3	13.4	21.5	20.2	20.0	21.5	20.0	21.6	20.0	16.9	19.9	16.7	17.5	16.7
59	-	-	10.3	9.7	14.8	9.0	17.0	16.1	15.4	17.0	15.4	17.4	15.4	16.9	15.9	15.2	15.4	15.8
65	-	-	-	6.7	12.1	5.8	14.1	13.0	12.6	14.1	12.6	14.6	12.6	14.5	12.8	14.0	12.6	12.8
72	-	-	-	3.3	9.5	2.7	11.5	10.2	9.9	11.3	9.9	11.9	9.9	11.9	10.2	11.3	9.9	10.2
79	-	-	-	-	-	-	9.4	8.0	7.6	9.1	7.6	9.6	7.8	9.6	7.8	9.1	7.6	7.8
85	-	-	-	-	-	-	7.7	6.6	6.2	7.5	6.2	8.0	6.2	8.0	6.4	7.5	6.2	6.4
92	-	-	-	-	-	-	6.3	4.8	4.3	6.1	4.3	6.5	4.3	6.5	4.5	6.1	4.3	4.5
98	-	-	-	-	-	-	-	3.4	2.9	4.7	2.9	5.3	2.9	5.3	3.1	4.7	2.9	3.1
105	-	-	-	-	-	-	-	2.2	1.7	3.3	1.7	4.1	1.7	4.1	1.9	3.0	1.5	1.9
111	-	-	-	-	-	-	-	-	-	2.4	-	2.9	-	2.9	-	2.2	-	-
118	-	-	-	-	-	-	-	-	-	1.5	-	1.9	-	1.9	-	-	-	-

Boom extension sequence %

Tele 1	0	0	50	75	30	100	20	44	60	40	70	40	80	50	90	50	100	100
Tele 2	0	50	50	75	30	100	20	44	60	40	70	40	80	50	90	100	100	100
Tele 3	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 4	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100
Tele 5	0	0	0	0	30	0	54	54	60	73	70	90	80	100	90	100	92	100

Lifting capacities main boom in 1,000 lb

Special boom extension sequence

17,600 lb   25'1" x 17'9" 360° 85%

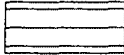
Radius ft	Main boom (ft)						
	73.2 ft	88.6 ft	104.4 ft	119.8 ft	135.2 ft	150.6 ft	166.0 ft
	1,000 lb						
13	48.5	-	-	-	-	-	-
15	48.5	48.5	-	-	-	-	-
16	48.5	48.5	43.6	-	-	-	-
19	48.5	48.5	43.6	26.6	-	-	-
23	47.5	48.5	43.6	26.6	16.9	-	-
26	44.7	48.5	41.6	26.6	16.9	16.9	-
29	39.3	41.1	38.4	26.6	16.9	16.9	-
33	31.4	32.8	33.6	26.6	16.9	16.9	16.9
39	23.2	24.5	25.2	25.2	16.9	16.9	16.9
46	16.9	17.8	18.6	19.1	16.9	16.9	16.9
52	13.1	14.1	14.8	15.3	15.5	14.7	14.1
59	9.9	10.8	11.7	11.9	12.5	11.7	10.6
65	-	8.6	9.4	9.9	10.3	9.4	8.5
72	-	6.8	7.3	7.7	8.2	7.3	6.6
79	-	-	5.6	6.3	6.7	5.6	4.7
85	-	-	4.6	5.1	5.3	4.4	3.3
92	-	-	3.2	3.5	4.3	3.0	-
98	-	-	-	2.7	3.1	-	-

Boom extension sequence %

Tele 1	0	0	0	0	0	0	0
Tele 2	0	0	0	0	0	50	100
Tele 3	33	50	67	83	100	100	100
Tele 4	33	50	67	83	100	100	100
Tele 5	33	50	67	83	100	100	100

Lifting capacities main boom in 1,000 lb

Special boom extension sequence

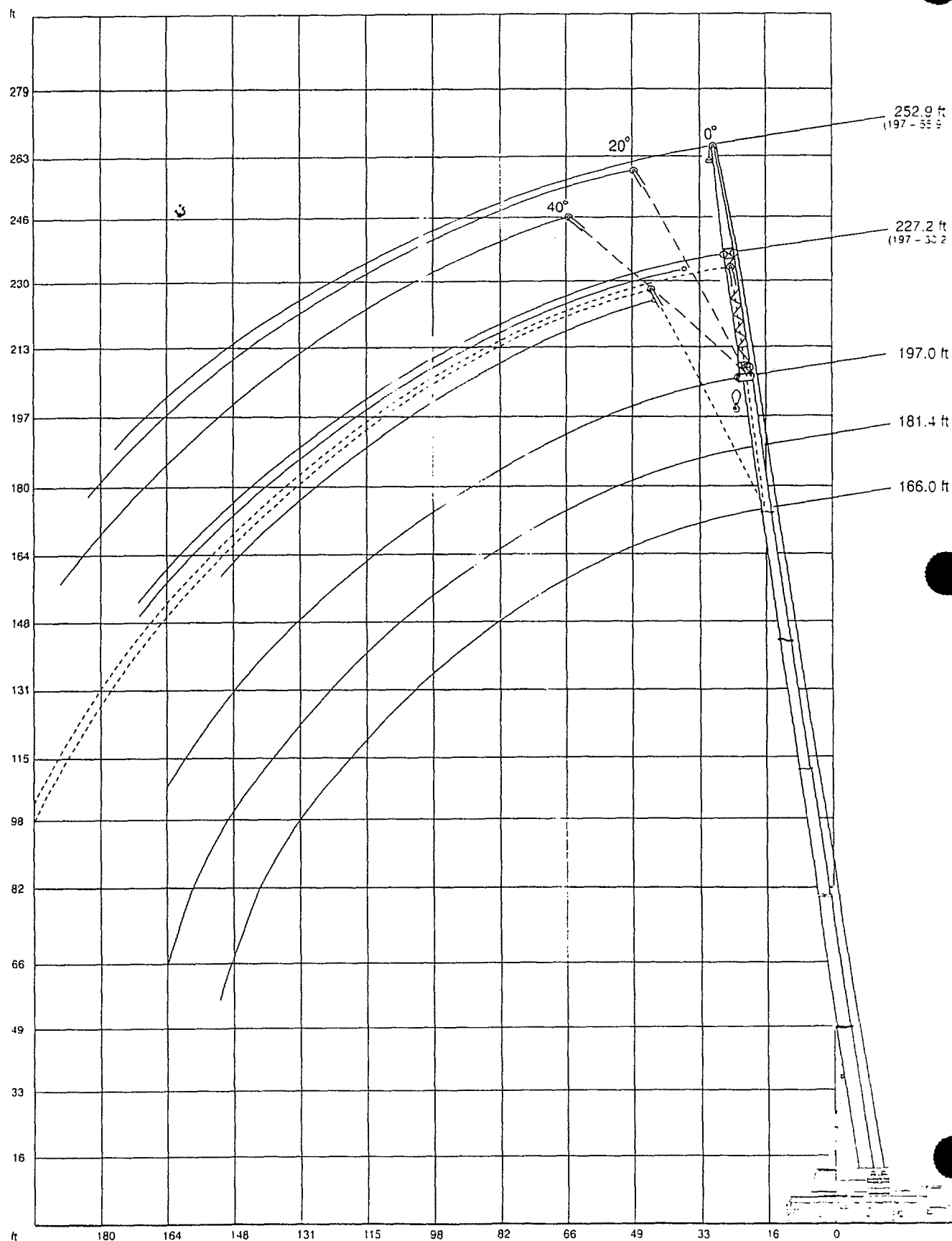
13,200 lb   25'1" x 17'9" 360° 85%

Radius ft	Main boom (ft)						
	73.2 ft	88.6 ft	104.4 ft	119.8 ft	135.2 ft	150.6 ft	166.0 ft
	1,000 lb						
13	48.5	-	-	-	-	-	-
15	48.5	48.5	-	-	-	-	-
16	48.5	48.5	43.6	-	-	-	-
19	48.5	48.5	43.6	26.6	-	-	-
23	47.5	48.4	43.6	26.6	16.9	-	-
26	43.9	45.4	41.6	26.6	16.9	16.9	-
29	36.4	37.9	37.9	26.6	16.9	16.9	-
33	28.6	30.1	30.8	26.5	16.9	16.9	16.9
39	21.1	22.1	22.9	23.1	16.9	16.9	16.9
46	15.1	16.2	16.9	17.3	16.9	16.9	16.0
52	11.7	12.6	13.3	13.9	14.3	13.3	12.4
59	8.4	9.5	10.1	10.6	11.2	10.1	9.5
65	-	7.4	8.1	8.5	9.2	8.1	7.4
72	-	5.5	6.4	6.8	7.3	6.4	5.3
79	-	-	4.7	5.2	5.6	4.5	3.4
85	-	-	3.3	4.0	4.6	3.3	-
92	-	-	2.4	2.6	3.2	-	-

Boom extension sequence %

Tele 1	0	0	0	0	0	0	0
Tele 2	0	0	0	0	0	50	100
Tele 3	33	50	67	83	100	100	100
Tele 4	33	50	67	83	100	100	100
Tele 5	33	50	67	83	100	100	100

Working range main boom extension



Lifting capacities main boom extension in 1,000 lb

Main boom: 166.0 ft

66,100 lb  25'1"x24'7" 360° 85%

Radius ft	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
	1,000 lb					
46	14.5	-	-	-	-	-
52	14.5	-	-	7.2	-	-
59	14.1	12.1	9.9	7.2	-	-
65	13.3	12.1	9.9	7.2	5.7	-
72	12.7	11.9	9.9	7.2	5.7	-
79	12.1	11.6	9.6	7.0	5.7	5.2
85	11.7	11.4	9.4	6.8	5.5	5.2
92	10.7	10.7	9.2	6.8	5.2	5.0
98	10.3	10.3	9.2	6.6	5.0	5.0
105	9.9	10.1	9.0	6.3	5.0	4.8
111	9.5	9.7	8.4	6.1	4.8	4.8
118	9.0	9.2	8.1	6.1	4.8	4.8
124	8.2	8.8	7.9	5.7	4.6	4.6
131	7.0	7.7	7.5	5.5	4.6	4.6
138	5.7	6.5	6.8	5.2	4.4	4.6
144	4.8	5.5	-	5.0	4.4	4.4
151	4.1	4.6	-	4.8	4.4	4.4
157	3.1	3.6	-	4.2	4.4	4.4
164	2.2	2.6	-	3.3	4.1	4.4
170	1.6	2.0	-	2.7	3.3	-
177	-	-	-	2.0	2.6	-
184	-	-	-	1.5	1.9	-

Main boom: 197.0 ft

66,100 lb  25'1"x24'7" 360° 85%

Radius ft	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
	1,000 lb					
46	-	-	-	-	-	-
52	7.7	-	-	-	-	-
59	7.7	-	-	3.5	-	-
65	7.7	-	-	3.5	-	-
72	7.7	6.1	6.3	3.5	-	-
79	7.7	6.1	6.3	3.5	2.4	-
85	7.5	6.1	6.3	3.5	2.4	-
92	7.2	6.1	6.3	3.5	2.4	2.4
98	6.8	6.1	6.3	3.5	2.4	2.4
105	6.6	6.1	6.3	3.5	2.4	2.4
111	6.4	6.1	6.3	3.5	2.4	2.4
118	6.1	6.1	6.3	3.5	2.4	2.4
124	5.5	6.1	6.1	3.5	2.4	2.4
131	5.2	6.1	5.5	3.5	2.4	2.4
138	5.0	5.4	5.0	3.5	2.4	2.4
144	4.6	4.8	4.6	3.5	2.4	2.4
151	3.5	4.3	3.9	3.5	2.4	2.4
157	2.9	3.3	-	3.3	2.4	2.4
164	2.2	2.6	-	2.6	2.4	2.4
170	1.6	2.0	-	2.0	2.4	2.4
177	-	-	-	1.5	2.2	2.4
184	-	-	-	-	1.7	-

Main boom: 181.4 ft

66,100 lb  25'1"x24'7" 360° 85%

Radius ft	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
	1,000 lb					
46	11.2	-	-	-	-	-
52	11.2	-	-	4.8	-	-
59	11.2	-	-	4.8	-	-
65	10.8	9.7	9.7	4.8	-	-
72	10.3	9.4	9.7	4.8	4.4	-
79	10.1	9.2	9.4	4.8	4.4	-
85	9.7	9.0	9.2	4.8	4.4	4.4
92	9.2	8.8	9.0	4.8	4.4	4.4
98	9.0	8.4	8.8	4.8	4.4	4.4
105	8.3	8.1	8.3	4.6	4.4	4.4
111	7.9	7.7	7.9	4.6	4.4	4.4
118	7.5	7.4	7.7	4.6	4.4	4.4
124	7.2	7.1	7.3	4.6	4.4	4.4
131	6.8	6.8	6.8	4.4	4.4	4.4
138	5.4	6.3	6.3	4.4	4.4	4.4
144	4.6	5.3	5.5	4.4	4.4	4.4
151	3.9	4.3	4.6	4.1	4.1	4.4
157	2.9	3.5	-	3.5	3.9	4.2
164	2.2	2.6	-	2.8	3.9	3.9
170	1.6	2.0	-	2.2	3.1	3.5
177	-	-	-	1.7	2.4	-
184	-	-	-	-	1.9	-

Lifting capacities main boom extension in 1,000 lb

Main boom: 166.0 ft

44,100 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	14.5	-	-	-	-	-
52	14.5	-	-	7.2	-	-
59	14.1	12.1	9.9	7.2	-	-
65	13.3	12.1	9.9	7.2	5.7	-
72	12.7	11.9	9.9	7.2	5.7	-
79	12.1	11.6	9.6	7.0	5.7	5.2
85	11.7	11.4	9.4	6.8	5.5	5.2
92	10.7	10.7	9.2	6.8	5.2	5.0
98	9.7	10.3	9.2	6.6	5.0	5.0
105	7.9	9.2	9.0	6.3	5.0	4.8
111	6.7	7.6	8.2	6.1	4.8	4.8
118	5.3	6.1	6.8	6.1	4.8	4.8
124	4.3	4.9	5.6	5.1	4.6	4.6
131	3.1	4.0	4.4	4.0	4.6	4.6
138	2.1	2.8	3.0	3.0	4.3	4.6
144	1.5	2.0	-	2.2	3.3	4.4
151	-	-	-	1.5	2.6	3.2
157	-	-	-	-	2.0	2.4
164	-	-	-	-	-	1.7

Main boom: 197.0 ft

44,100 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	-	-	-	-	-	-
52	7.7	-	-	-	-	-
59	7.7	-	-	3.5	-	-
65	7.7	-	-	3.5	-	-
72	7.7	6.1	6.3	3.5	-	-
79	7.7	6.1	6.3	3.5	2.4	-
85	7.5	6.1	6.3	3.5	2.4	-
92	7.2	6.1	6.3	3.5	2.4	2.4
98	6.8	6.1	6.3	3.5	2.4	2.4
105	6.6	6.1	6.3	3.5	2.4	2.4
111	6.2	6.1	6.3	3.5	2.4	2.4
118	4.8	5.7	6.3	3.5	2.4	2.4
124	3.6	4.7	5.4	3.5	2.4	2.4
131	2.6	3.5	4.2	3.3	2.4	2.4
138	1.9	2.6	3.0	2.4	2.4	2.4
144	-	1.8	2.2	1.8	2.4	2.4
151	-	-	-	-	2.1	2.4
157	-	-	-	-	1.5	2.2
164	-	-	-	-	-	1.5

Main boom: 181.4 ft

44,100 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	11.2	-	-	-	-	-
52	11.2	-	-	4.8	-	-
59	11.2	-	-	4.8	-	-
65	10.8	9.7	9.7	4.8	-	-
72	10.3	9.4	9.7	4.8	4.4	-
79	10.1	9.2	9.4	4.8	4.4	-
85	9.7	9.0	9.2	4.8	4.4	4.4
92	9.2	8.8	9.0	4.8	4.4	4.4
98	9.0	8.4	8.8	4.8	4.4	4.4
105	7.7	8.1	8.3	4.6	4.4	4.4
111	6.5	7.5	7.9	4.6	4.4	4.4
118	5.0	6.1	6.8	4.6	4.4	4.4
124	4.0	4.9	5.4	4.6	4.4	4.4
131	2.9	3.5	4.2	3.5	4.4	4.4
138	1.9	2.6	3.0	2.6	4.1	4.4
144	-	2.0	2.2	2.0	3.1	4.2
151	-	-	1.5	-	2.4	3.0
157	-	-	-	-	1.8	2.4
164	-	-	-	-	-	1.5

Lifting capacities main boom extension in 1,000 lb

Main boom: 166.0 ft

17,600 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	14.5	-	-	-	-	-
52	14.5	-	-	7.2	-	-
59	14.1	12.1	9.9	7.2	-	-
65	13.3	12.1	9.9	7.2	5.7	-
72	10.8	11.9	9.9	7.2	5.7	-
79	8.3	10.0	9.6	7.0	5.7	5.2
85	6.4	8.0	9.2	6.8	5.5	5.2
92	4.5	6.1	7.0	5.4	5.2	5.0
98	3.1	4.5	5.4	4.2	5.0	5.0
105	1.9	2.8	3.9	2.8	4.8	4.8
111	-	1.8	2.5	1.8	3.6	4.8
118	-	-	1.5	-	2.4	3.9
124	-	-	-	-	1.6	2.7
131	-	-	-	-	-	1.7

Main boom: 197.0 ft

17,600 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	-	-	-	-	-	-
52	7.7	-	-	-	-	-
59	7.7	-	-	3.5	-	-
65	7.7	-	-	3.5	-	-
72	7.7	6.1	6.3	3.5	-	-
79	7.1	6.1	6.3	3.5	2.4	-
85	5.3	6.1	6.3	3.5	2.4	-
92	3.5	5.0	6.3	3.5	2.4	2.4
98	2.2	3.6	4.9	2.7	2.4	2.4
105	-	2.4	3.3	1.5	2.4	2.4
111	-	-	2.2	-	2.4	2.4
118	-	-	-	-	1.7	2.4
124	-	-	-	-	-	2.2
131	-	-	-	-	-	-

Main boom: 181.4 ft

17,600 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	11.2	-	-	-	-	-
52	11.2	-	-	4.8	-	-
59	11.2	-	-	4.8	-	-
65	10.8	9.7	9.7	4.8	-	-
72	10.1	9.4	9.7	4.8	4.4	-
79	7.6	9.1	9.4	4.8	4.4	-
85	5.8	7.5	8.8	4.8	4.4	4.4
92	4.1	5.4	6.7	4.8	4.4	4.4
98	2.9	4.2	5.1	3.4	4.4	4.4
105	1.7	2.8	3.5	2.2	4.4	4.4
111	-	1.8	2.5	-	3.1	4.4
118	-	-	-	-	2.2	3.5
124	-	-	-	-	-	2.5
131	-	-	-	-	-	1.5

Lifting capacities main boom extension in 1,000 lb

Main boom: 166.0 ft

13,200 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	14.5	-	-	-	-	-
52	14.5	-	-	7.2	-	-
59	14.1	12.1	9.9	7.2	-	-
65	12.1	12.1	9.9	7.2	5.7	-
72	9.1	11.2	9.9	7.2	5.7	-
79	6.7	8.3	9.6	6.9	5.7	5.2
85	4.9	6.6	7.8	5.5	5.5	5.2
92	3.0	4.5	5.7	4.1	5.2	5.0
98	2.0	3.1	4.2	2.7	5.0	5.0
105	-	1.9	2.6	-	3.5	4.8
111	-	-	-	-	2.5	4.2
118	-	-	-	-	-	2.8
124	-	-	-	-	-	1.8

Main boom: 197.0 ft

13,200 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	-	-	-	-	-	-
52	7.7	-	-	-	-	-
59	7.7	-	-	3.5	-	-
65	7.7	-	-	3.5	-	-
72	7.5	6.1	6.3	3.5	-	-
79	5.2	6.1	6.3	3.5	2.4	-
85	3.6	5.3	6.3	3.5	2.4	-
92	2.1	3.5	4.8	2.6	2.4	2.4
98	-	2.2	3.4	-	2.4	2.4
105	-	-	2.2	-	2.4	2.4
111	-	-	-	-	-	2.4
118	-	-	-	-	-	2.2
124	-	-	-	-	-	-

Main boom: 181.4 ft

13,200 lb  25'1"x24'7" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	11.2	-	-	-	-	-
52	11.2	-	-	4.8	-	-
59	11.2	-	-	4.8	-	-
65	10.8	9.7	9.7	4.8	-	-
72	8.2	9.4	9.7	4.8	4.4	-
79	6.1	7.8	9.3	4.8	4.4	-
85	4.4	5.8	7.3	4.8	4.4	4.4
92	2.6	4.1	5.2	3.2	4.4	4.4
98	-	2.7	4.0	2.2	4.4	4.4
105	-	-	2.4	-	3.0	4.4
111	-	-	-	-	2.0	3.6
118	-	-	-	-	-	2.4

Lifting capacities main boom extension in 1,000 lb

Main boom: 166.0 ft

66,100 lb  25'1"x17'9" 360° 85%

Radius ft	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
	1,000 lb					
46	14.5	-	-	-	-	-
52	14.5	-	-	7.2	-	-
59	14.1	12.1	9.9	7.2	-	-
65	13.3	12.1	9.9	7.2	5.7	-
72	12.7	11.9	9.9	7.2	5.7	-
79	12.1	11.6	9.6	7.0	5.7	5.2
85	11.7	11.4	9.4	6.8	5.5	5.2
92	9.6	10.5	9.2	6.8	5.2	5.0
98	8.2	9.3	9.2	6.6	5.0	5.0
105	7.0	7.7	8.1	6.3	5.0	4.8
111	5.6	6.7	7.1	6.1	4.8	4.8
118	4.4	5.3	5.7	5.3	4.8	4.8
124	3.4	4.3	4.7	4.5	4.6	4.6
131	2.4	3.1	3.5	3.3	4.6	4.6
138	1.7	2.1	2.3	2.4	3.5	4.5
144	-	1.5	-	1.8	2.9	3.5
151	-	-	-	-	1.9	2.6
157	-	-	-	-	-	2.0

Main boom: 197.0 ft

66,100 lb  25'1"x17'9" 360° 85%

Radius ft	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
	1,000 lb					
46	-	-	-	-	-	-
52	7.7	-	-	-	-	-
59	7.7	-	-	3.5	-	-
65	7.7	-	-	3.5	-	-
72	7.7	6.1	6.3	3.5	-	-
79	7.7	6.1	6.3	3.5	2.4	-
85	7.5	6.1	6.3	3.5	2.4	-
92	7.2	6.1	6.3	3.5	2.4	2.4
98	6.8	6.1	6.3	3.5	2.4	2.4
105	6.6	6.1	6.3	3.5	2.4	2.4
111	5.4	6.1	6.3	3.5	2.4	2.4
118	4.2	5.0	5.7	3.5	2.4	2.4
124	3.2	4.0	4.7	3.5	2.4	2.4
131	2.2	2.9	3.3	2.6	2.4	2.4
138	-	1.9	2.1	1.9	2.4	2.4
144	-	-	1.5	-	2.4	2.4
151	-	-	-	-	1.7	2.4
157	-	-	-	-	-	1.8

Main boom: 181.4 ft

66,100 lb  25'1"x17'9" 360° 85%

Radius ft	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
	1,000 lb					
46	11.2	-	-	-	-	-
52	11.2	-	-	4.8	-	-
59	11.2	-	-	4.8	-	-
65	10.8	9.7	9.7	4.8	-	-
72	10.3	9.4	9.7	4.8	4.4	-
79	10.1	9.2	9.4	4.8	4.4	-
85	9.7	9.0	9.2	4.8	4.4	4.4
92	9.2	8.8	9.0	4.8	4.4	4.4
98	8.0	8.4	8.8	4.8	4.4	4.4
105	6.8	7.7	8.1	4.6	4.4	4.4
111	5.6	6.7	7.1	4.6	4.4	4.4
118	4.4	5.3	5.7	4.6	4.4	4.4
124	3.2	4.3	4.7	4.0	4.4	4.4
131	2.2	3.1	3.5	2.9	4.4	4.4
138	1.5	2.1	2.4	2.1	3.5	4.3
144	-	-	1.8	1.5	2.6	3.5
151	-	-	-	-	1.9	2.6
157	-	-	-	-	-	2.0

Lifting capacities main boom extension in 1,000 lb

Main boom: 166.0 ft

44,100 lb  25'1"x17'9" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	14.5	-	-	-	-	-
52	14.5	-	-	7.2	-	-
59	14.1	12.1	9.9	7.2	-	-
65	13.3	12.1	9.9	7.2	5.7	-
72	10.8	11.9	9.9	7.2	5.7	-
79	8.9	10.0	9.6	7.0	5.7	5.2
85	7.3	8.2	9.2	6.8	5.5	5.2
92	5.4	6.8	7.4	6.5	5.2	5.0
98	4.2	5.3	6.2	5.1	5.0	5.0
105	2.8	3.9	4.8	3.9	5.0	4.8
111	2.0	2.7	3.4	2.7	4.6	4.8
118	-	1.7	2.4	1.7	3.3	4.6
124	-	-	-	-	2.5	3.6
131	-	-	-	-	1.5	2.4
138	-	-	-	-	-	1.7

Main boom: 197.0 ft

44,100 lb  25'1"x17'9" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	-	-	-	-	-	-
52	7.7	-	-	-	-	-
59	7.7	-	-	3.5	-	-
65	7.7	-	-	3.5	-	-
72	7.7	6.1	6.3	3.5	-	-
79	7.6	6.1	6.3	3.5	2.4	-
85	6.6	6.1	6.3	3.5	2.4	-
92	5.0	6.1	6.3	3.5	2.4	2.4
98	3.6	4.9	6.1	3.5	2.4	2.4
105	2.4	3.5	4.6	2.8	2.4	2.4
111	1.6	2.5	3.4	1.8	2.4	2.4
118	-	1.5	2.2	-	2.4	2.4
124	-	-	-	-	1.8	2.4
131	-	-	-	-	-	2.2
138	-	-	-	-	-	-

Main boom: 181.4 ft

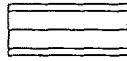
44,100 lb  25'1"x17'9" 360° 85%

Radius	Extension					
	30.2 ft			55.9 ft		
	0°	20°	40°	0°	20°	40°
ft	1,000 lb					
46	11.2	-	-	-	-	-
52	11.2	-	-	4.8	-	-
59	11.2	-	-	4.8	-	-
65	10.8	9.7	9.7	4.8	-	-
72	10.3	9.4	9.7	4.8	4.4	-
79	8.7	9.2	9.4	4.8	4.4	-
85	7.1	8.2	9.2	4.8	4.4	4.4
92	5.4	6.8	7.4	4.8	4.4	4.4
98	4.0	5.3	6.2	4.6	4.4	4.4
105	2.6	3.9	4.6	3.3	4.4	4.4
111	1.8	2.7	3.4	2.4	4.4	4.4
118	-	1.7	2.2	1.5	3.1	4.4
124	-	-	-	-	2.2	3.4
131	-	-	-	-	-	2.4
138	-	-	-	-	-	1.5

Lifting capacities main boom extension in 1,000 lb

Special boom sequence

Main boom: 166.0 ft



25'1" x 24'7" 360°

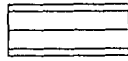
85%

Radius	Extension							
	66,100 lb	44,100 lb	17,600 lb	13,200 lb	66,100 lb	44,100 lb	17,600 lb	13,200 lb
	0°				20°			
ft	55.9 ft							
52	5.0	5.0	5.0	5.0	-	-	-	-
59	5.0	5.0	5.0	5.0	-	-	-	-
65	4.8	4.8	4.8	4.8	5.2	5.2	5.2	5.2
72	4.6	4.6	4.6	4.6	5.2	5.2	5.2	5.2
79	4.6	4.6	4.6	4.6	5.0	5.0	5.0	5.0
85	4.4	4.4	4.4	4.4	4.8	4.8	4.8	4.8
92	4.1	4.1	4.1	4.1	4.8	4.8	4.8	4.8
98	4.1	4.1	4.1	4.1	4.8	4.8	4.8	4.8
105	3.9	3.9	3.9	3.3	4.6	4.6	4.6	4.6
111	3.9	3.9	3.3	2.4	4.6	4.6	4.6	4.0
118	3.5	3.5	2.4	-	4.6	4.6	3.9	2.8
124	3.5	3.5	-	-	4.6	4.6	2.9	2.0
131	3.5	3.5	-	-	4.4	4.4	2.2	-
138	3.5	3.5	-	-	4.4	4.4	-	-
144	3.3	3.3	-	-	4.2	4.2	-	-
151	3.3	3.0	-	-	4.1	4.1	-	-
157	3.3	2.4	-	-	3.9	3.3	-	-
164	3.3	1.7	-	-	3.5	2.6	-	-
170	3.3	-	-	-	3.5	2.0	-	-
177	3.0	-	-	-	3.3	-	-	-
184	2.8	-	-	-	3.0	-	-	-
190	2.4	-	-	-	2.6	-	-	-
197	1.9	-	-	-	-	-	-	-

Lifting capacities main boom extension in 1,000 lb

Special boom sequence

Main boom: 166.0 ft



25'1" x 17'9" 360°

85%

Radius	Extension							
	66,100 lb	44,100 lb	17,600 lb	13,200 lb	66,100 lb	44,100 lb	17,600 lb	13,200 lb
0°				20°				
ft	55.9 ft							
52	5.0	5.0	-	-	-	-	-	-
59	5.0	5.0	-	-	-	-	-	-
65	4.8	4.8	-	-	5.2	5.2	-	-
72	4.6	4.6	-	-	5.2	5.2	-	-
79	4.6	4.6	-	-	5.0	5.0	-	-
85	4.4	4.4	-	-	4.8	4.8	-	-
92	4.1	4.1	-	-	4.8	4.8	-	-
98	4.1	4.1	-	-	4.8	4.8	-	-
105	3.9	3.9	-	-	4.6	4.6	-	-
111	3.9	3.9	-	-	4.6	4.6	-	-
118	3.5	3.3	-	-	4.6	4.6	-	-
124	3.5	2.5	-	-	4.6	3.6	-	-
131	3.5	1.7	-	-	4.4	2.8	-	-
138	3.5	-	-	-	4.4	2.1	-	-
144	3.1	-	-	-	4.2	-	-	-
151	2.4	-	-	-	3.2	-	-	-
157	2.0	-	-	-	2.6	-	-	-
164	-	-	-	-	2.2	-	-	-

Notes to lifting capacity

Lifting capacities do not exceed 85% of tipping load.

Weight of hook blocks and slings are part of the load, and are to be deducted from the capacity ratings.

Crane operation is permissible up to a

wind speed of 32 ft/s

Consult operation manual for further details on wind speed.

All capacities above the parting line are based on structural strength. Capacities below the parting line are based on machine stability.

Crane operation is subject to computer charts, only!

For crane operations consult operation manual first!

Carrier

Drive/steering	10 x 6 x 8
Frame	Monobox main frame with outrigger boxes integral, of high-strength fine grain structural steel.
Outriggers	Four hydraulically telescoping outrigger beams with hydraulic jack legs.
Engine	Mercedes Benz OM 442 LA water-cooled 8-cylinder engine (EURO I), output to DIN: 370 kW (503 hp) at 2100 rpm, max. torque 2020 Nm at 1100-1600 rpm. Fuel tank capacity: 132 gallons.
Transmission	ZF Transmatik system (14 ranges), transfer case with longitudinal differential lockout control.
Axles	Axle 1: steering; axle 2: with planetary hubs, steering, transverse differential lockout control; axle 3: rigid axle, non-steer; axle 4: with planetary hubs, steering, longitudinal and transverse differential lockout control; axle 5: with planetary hubs, steering, transverse differential lockout control.
Suspension	Hydropneumatic suspension, all axles hydraulically blockable.
Wheels and tires	10 wheels 9.5-25 fitted with 14.00 R 25 tires, on-road tread, tubeless. Single wheels on all axles.
Steering	ZF dual-circuit semiblock mechanical steering with hydraulic booster.
Brakes	Service brake: dual-line air system, acting on all wheels. Parking brake: spring-loaded type. Sustained action brake: constant decompression with butterfly valve, exhaust brake and hydraulic retarder.
Electrical equipment	24 V system
Driver's cab	Rubber-mounted all steel driver's cab with safety glazing, slide-by side windows, controls and instrumentation, driver's and passenger seat, vertically adjustable steering wheel, heated outside mirrors, rotaflare warning light.

Superstructure

Engine	Mercedes Benz OM 366 A water-cooled 6-cylinder in-line engine (Euro I), output 112 kW at 2200 rpm, max. torque 540 Nm at 1400 rpm, fuel tank capacity: 53 gallons.
Hydraulic system	one variable displacement axial piston pump and one fixed displacement pump to provide four simultaneous, independent working movements, which are controlled through a compact block.
Hoist	Fixed displacement axial piston hydraulic motor, hoist drum with integral planetary gear reducer and spring-applied holding brake, equipped with ratchet-and-pawl.
Stew unit	Hydraulic motor with planetary gear reducer, pedal-operated brake and spring-applied holding brake.
Boom elevation	One differential cylinder with pilot-controlled lowering brake valve.
Crane cab	Spacious all-steel comfortable cab with sliding door and large hinged windscreen, roof window of armoured glass, full instrumentation and crane controls, working light. Hot water heater operated either self-contained or engine-dependent, with engine preheating and 7-day programmable timer, thermostat-controlled. Window washer and intermittent control type window wiper.
Main boom	Boom base and five telescopic sections, fabricated from fine grain structural steel, telescoping ability with partial load, buckling-resistant Demag ovaloid design.
Counterweight	44,000 lb, self-removable.
Safety devices	Electronic safe load indicator with digital readout for hook load, rated load, boom length, boom angle, load radius, analog display to indicate the capacity utilization, limit switches on hoist and lowering motions, pressure-relief and safety holding valves.
Hydraulic servo control	Hydraulic pilot control through self-centering control levers.

Optional equipment

Drive/steering	10 x 8 x 8
Wheels and tires	16.00 R 25 on 11.25-25 rims; 20.5 R 25 on 17.00-25 rims.
Tow coupling	D-value 26,400 lb, air-brake connection.
Hoist II	Fixed displacement axial piston hydraulic motor, hoist drum with integral planetary gear reducer and spring-applied holding brake, equipped with ratchet-and pawl. The use of hoist II avoids re-reaving the hoist line when using the optional jib.
Main boom extension	Side-folding 1 or 2-part jib, 30.2 ft or 55.9 ft. 0, 20 and 40 degree offset.
Additional counterweight	22,000 lb, integrates into standard counterweight, installed hydraulically by the crane itself.
Heavy-lift attachment	Additional sheaves on boom head for duties over 96 tons.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

7/21/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Cross Insurance 491 Main Street P.O. Box 1388 Bangor ME 04401	CONTACT NAME: Woodrow Cross, II PHONE (A/C, No, Ext): (207) 947-7345 E-MAIL ADDRESS: w2cross@crossagency.com FAX (A/C, No):														
INSURED Cianbro/Middlesex XV, A Joint Venture c/o The Cianbro Companies PO Box 1000 Pittsfield ME 04967	<table><tr><th>INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr><tr><td>INSURER A: Travelers Indemnity Co</td><td>25658</td></tr><tr><td>INSURER B: Travelers Casualty & Surety Co.</td><td>19038</td></tr><tr><td>INSURER C: National Union Fire Insurance Co.</td><td></td></tr><tr><td>INSURER D: Continental Casualty Company</td><td></td></tr><tr><td>INSURER E:</td><td></td></tr><tr><td>INSURER F:</td><td></td></tr></table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: Travelers Indemnity Co	25658	INSURER B: Travelers Casualty & Surety Co.	19038	INSURER C: National Union Fire Insurance Co.		INSURER D: Continental Casualty Company		INSURER E:		INSURER F:	
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INSURER D: Continental Casualty Company															
INSURER E:															
INSURER F:															

COVERAGES	CERTIFICATE NUMBER: CL1772117001	REVISION NUMBER:
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.		

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PROJECT ☐ LOC OTHER:	X		VTRK-CO-4E995366-IND-17	7/21/2017	1/20/2021	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000
A	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☒ HIRED AUTOS ☐ SCHEDULED AUTOS ☒ NON-OWNED AUTOS			VTK-CAP-4E995330-IND-17	7/21/2017	1/20/2021	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
C	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE DED ☒ RETENTION \$ 10,000			BE25804190	8/1/2017	1/20/2021	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	VTA-UB-4E995378-17	7/21/2017	1/20/2021	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
D	Protection & Indemnity			H 877191	8/1/2017	10/15/2018	Limit \$300,000
A	Owner's, Contractor's, Prot			DT-PRS-4G438079-IND-17	8/1/2017	2/1/2021	Each Occ: \$5,000,000 Agg: \$10M

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
The City of Norwalk is included as an additional insured for general liability as respects to the work of the named insured.

CERTIFICATE HOLDER

City of Norwalk
Department of Public Works
PO Box 5125
125 East Avenue
Norwalk, CT 06856-5125

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Woodrow Cross, II/WC1

BLANKET or SURETY BOND

BOND NO.: NO.: 012026624

**Liberty Mutual Insurance Company
20 Riverside Road, Mail Stop 03AN
Weston, MA 02493**

KNOW ALL MEN BY THESE PRESENTS, That we, Cianbro/Middlesex XV, A Joint Venture, of Pittsfield, ME, as Principal, and Liberty Mutual Insurance Company, a corporation organized under the laws of the State of Massachusetts, having its principal office in the City of Weston, MA, as Surety, are held and firmly bound unto THE CITY OF NORWALK in the sum of *Fifty Thousand Dollars and 00/100ths* (\$50,000.00), Lawful money of the United States for which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

(The following paragraph is necessary to be inserted in Bond)

Whereas, the above bounden Principal has been granted a permit or permits by the Director of Public Works during the period described below
Relating to highway openings, or encroachments; Conditioned as set forth in
Section 96 of the Norwalk Code.

**Encroachment Permit with Concurrent Road Closures, Ann Street – Metro North Bridge Roadway
and Sidewalks Under Metro Bridge, Norwalk, Connecticut**

Now, Therefore, the Condition of this Obligation Is Such, that if the above Principal shall indemnify and save harmless the CITY OF NORWALK against loss to which the CITY OF NORWALK may be subject by reason said Principal's breach of any ordinance, rule or regulation relating to the above described license or permit, then this obligation shall be null and void, otherwise to remain in full force and effect.

The term of this bond is for a period beginning on the 18th day of December, 2017 and ending on the 18th day of December, 2019.

Signed, sealed and dated this 18th day of December, 2017.

Cianbro/Middlesex XV, A Joint Venture

Fred J. Sini
PRINCIPAL
Jim Idardy
WITNESS

Liberty Mutual Insurance Company
INSURANCE CO.
Rae F. Hughes
Rae F. Hughes ATTORNEY IN FACT

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 7448980

American Fire and Casualty Company
The Ohio Casualty Insurance Company

Liberty Mutual Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That American Fire & Casualty Company and The Ohio Casualty Insurance Company are corporations duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Blair E. Torelli; Christine E. Watson; Deron K. Treadwell; Michael A. Viner; Michelle V. Orlando; Rae F. Hughes; Terry L. Lister

all of the city of Lewiston, state of ME each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 11th day of August, 2016.



American Fire and Casualty Company
The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

By: David M. Carey
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 11th day of August, 2016, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Plymouth Twp., Montgomery County
My Commission Expires March 28, 2017
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS – Section 12 Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Gregory W. Davenport, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 18th day of December, 20 17



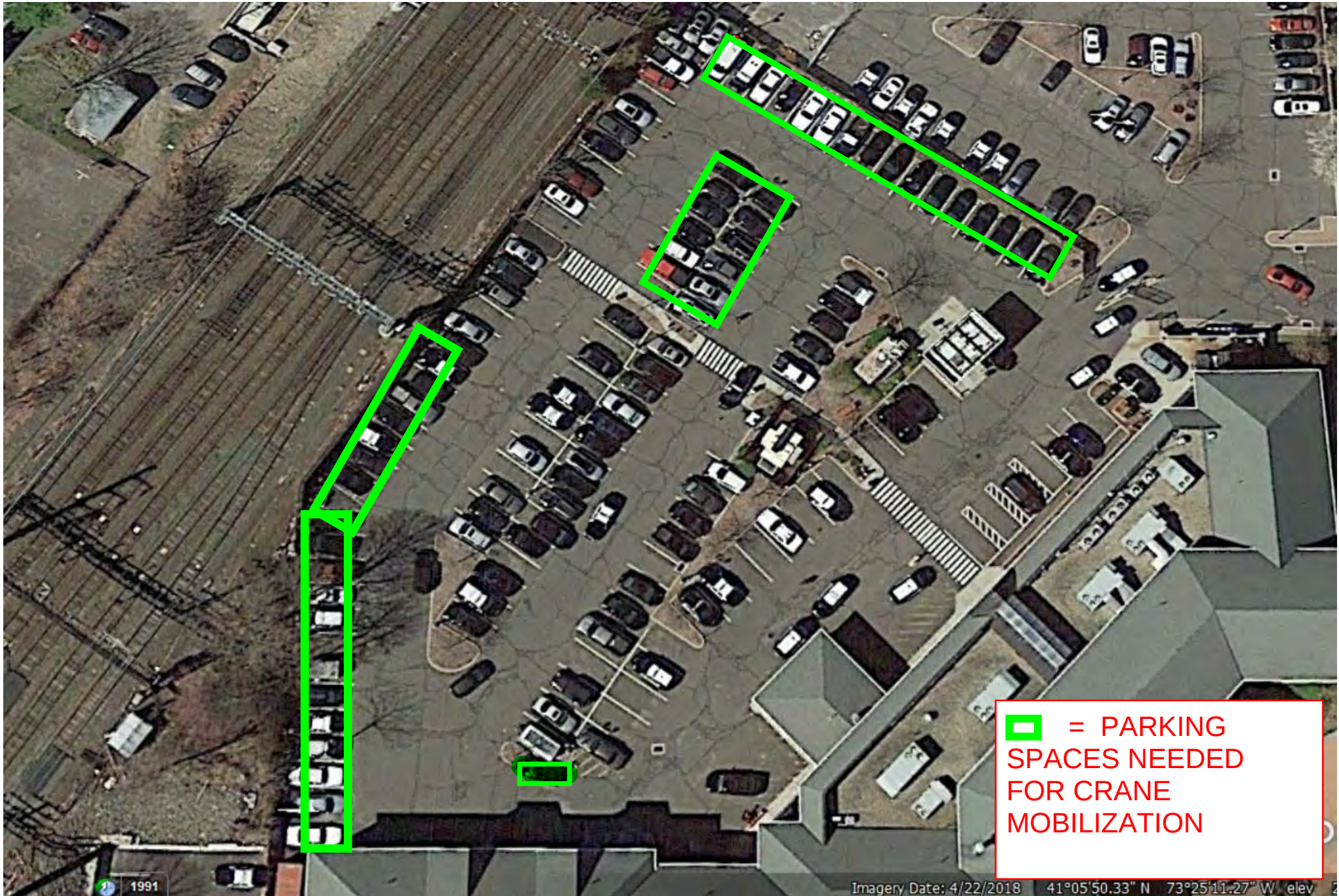
By: Gregory W. Davenport
Gregory W. Davenport, Assistant Secretary

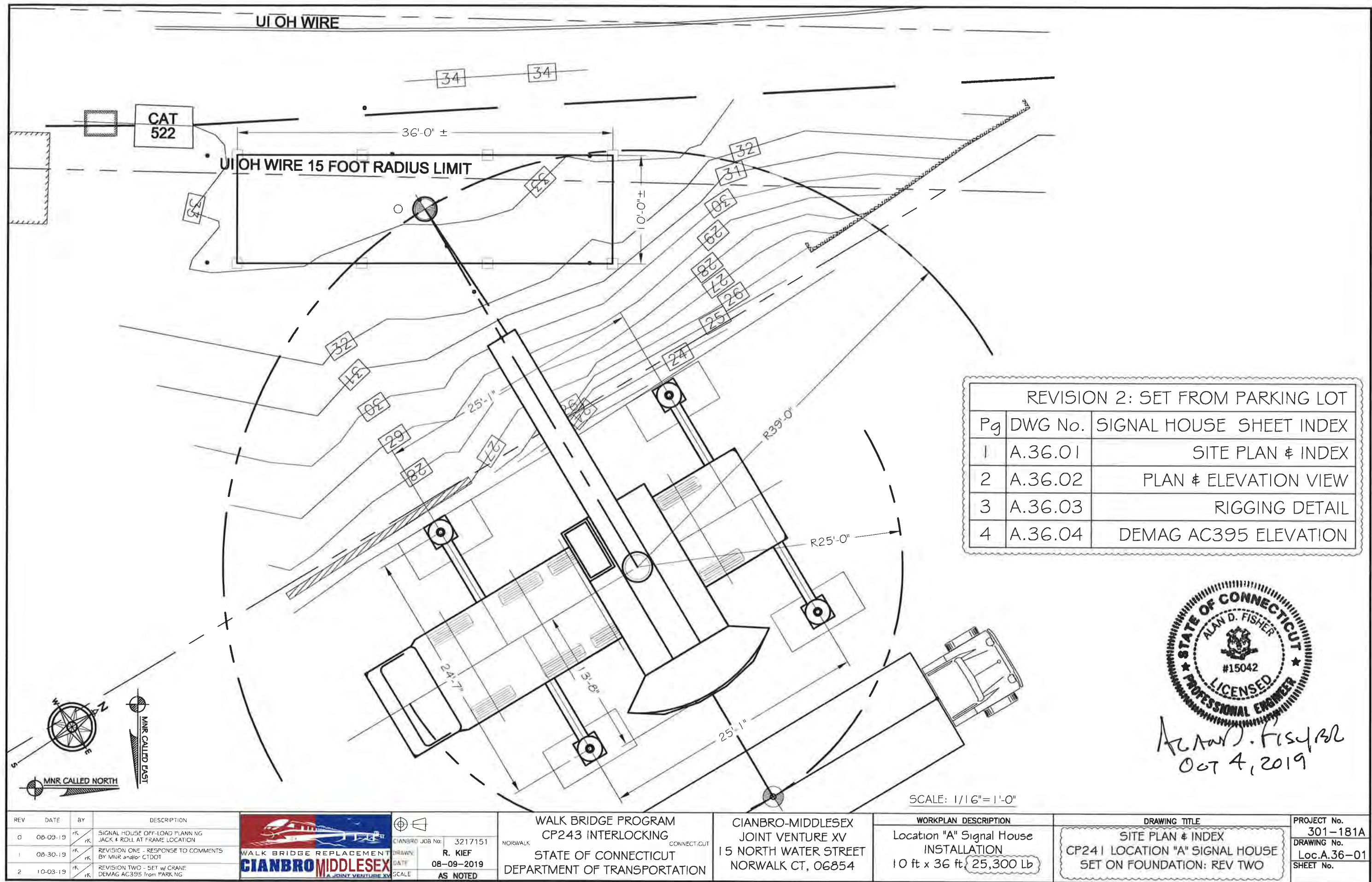
For Attachment to Blanket or Surety Bond No. 012026624

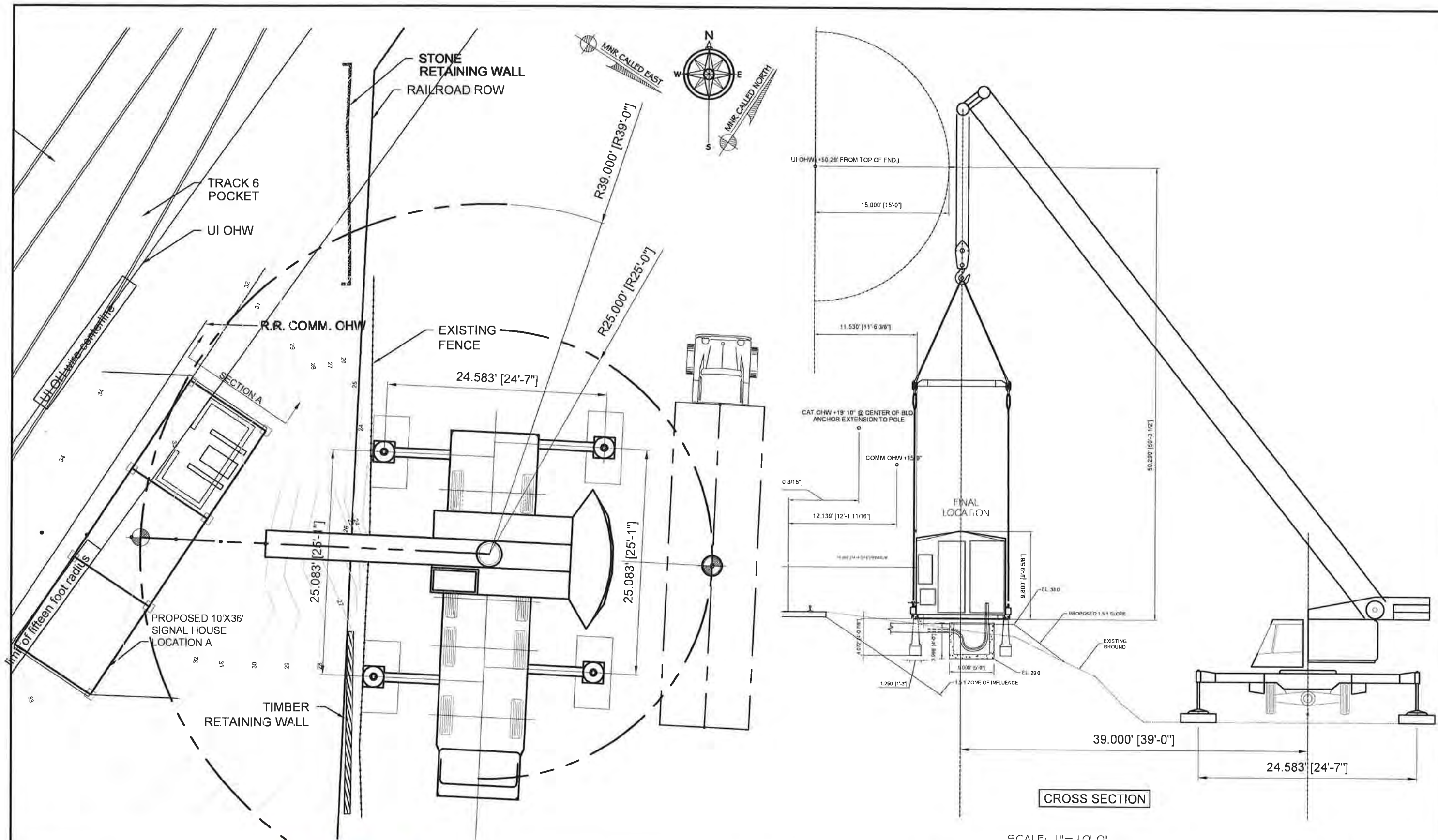
Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

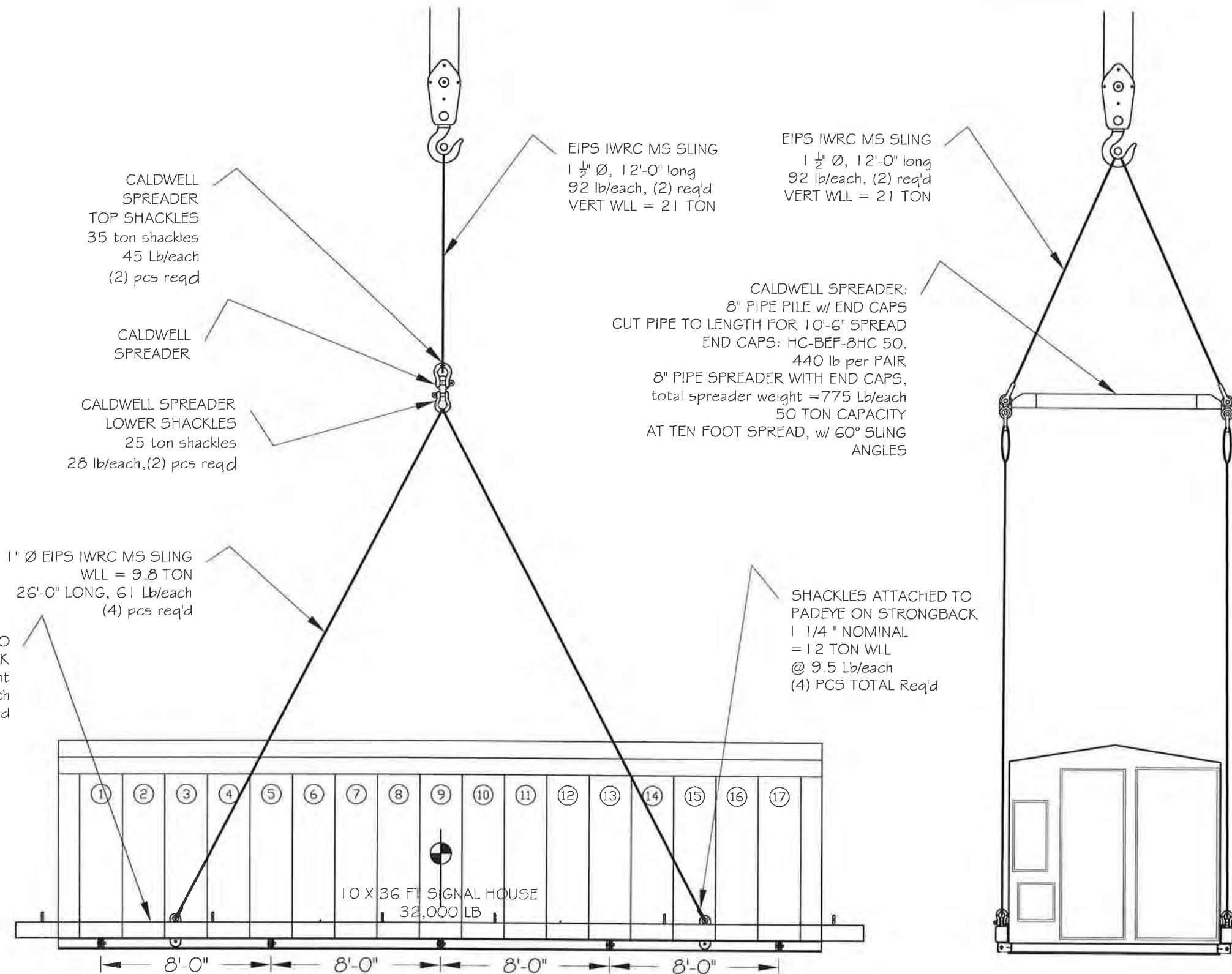
NORWALK PD PARKING SPACES TO BE OPEN





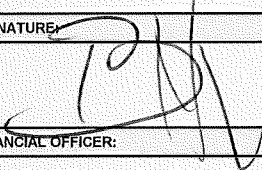
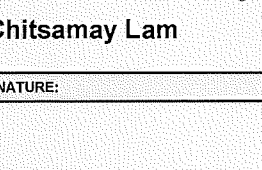
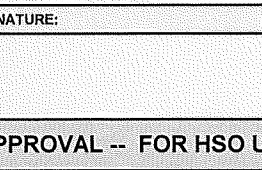


REV	DATE	DESCRIPTION	CIANBRO JOB No.	WALK BRIDGE PROGRAM	CIANBRO-MIDDLESEX	WORKPLAN DESCRIPTION	DRAWING TITLE	PROJECT No.
0	08-09-19	SIGNAL HOUSE OFF-LOAD PLANNING JACK & ROLL AT FRAME LOCATION	3217151	CP243 INTERLOCKING	JOINT VENTURE XV	Location "A" Signal House	PLAN & ELEVATION	301-181A
1	08-30-19	REVISION ONE - RESPONSE TO COMMENTS BY MNR and/or CTDOT	R. KIEF	STATE OF CONNECTICUT	15 NORTH WATER STREET	INSTALLATION	CP243 LOCATION "A" SIGNAL HOUSE	DRAWING No. A.36-02
2	10-03-19	REVISION TWO - SET w/ CRANE DEMAG AC395 from PARK NG	DATE 08-09-2019	DEPARTMENT OF TRANSPORTATION	NORWALK CT, 06854	10 ft x 36 ft 25,300 Lb	SET ON FOUNDATION: REV TWO	SHEET No.
			SCALE AS NOTED					



RIGGING DEDUCTIONS: SIGNAL HOUSE OFFLOAD:		
2 - 1 1/2" Ø EIPS SLINGS, 12 FT LONG	=	184 LB
2 - 35 TON SHACKLES	=	90 LB
2 - 25 TON SHACKLES	=	56 LB
2 - CALDWELL 8" PIPE SPREADER	=	775 LB
4 - 1" Ø EIPS SLINGS, 26 FT LONG	=	244 LB
2 - CIANBRO STRONGBACKS	=	3520 LB
4 - 12 TON SHACKLES	=	38 LB
CALLER DEDUCTIONS	=	4,925 LB±

REV	DATE	BY	DESCRIPTION	WALK BRIDGE PROGRAM		CIANBRO-MIDDLESEX		WORKPLAN DESCRIPTION	DRAWING TITLE	PROJECT No.
0	08-09-19	rK	SIGNAL HOUSE OFF-LOAD PLANN NG JACK & ROLL AT FRAME LOCATION	CP243 INTERLOCKING		JOINT VENTURE XV		Location "A" Signal House	RIGGING DETAIL	301-181A
1	08-30-19	rK	REVISION ONE - RESPONSE TO COMMENTS BY MNR and/or CTDOT	STATE OF CONNECTICUT		15 NORTH WATER STREET		INSTALLATION	CP241 LOCATION "A" SIGNAL HOUSE	DRAWING No. A.36-03
2	10-03-19	rK	REVISION TWO - SET w/ CRANE DEMAG AC395 from PARK NG	DEPARTMENT OF TRANSPORTATION		NORWALK CT, 06854		10 ft x 36 ft 25,300 Lb	SET ON FOUNDATION: REV TWO	SHEET No.

	FY 2020 HIGHWAY SAFETY PROJECT APPLICATION		CT-DOT/HSO	
	CT DEPARTMENT OF TRANSPORTATION		FORM	DUI GRANT
	SHADED AREA FOR HSO USE ONLY		CFDA #	
	PROJECT NO:		HSO Stamp	
REVISION:	PROGRAM AREA:			
September 25, 2019				
EXPIRES:	PROGRAM AREA DESCRIPTION:			
September 30, 2020				
ACCEPTANCE -- IT IS UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT FUNDS RECEIVED AS A RESULT OF THIS APPLICATION IS SUBJECT TO THE REGULATIONS GOVERNING HIGHWAY SAFETY PROJECTS. THIS AGREEMENT MAY BE TERMINATED BY EITHER PARTY IN ACCORDANCE WITH TRANSPORTATION SAFETY SECTION POLICY. COPY OF POLICY OBTAINED UPON REQUEST.				
PROJECT TITLE: FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department				
GOVERNMENTAL UNIT: City of Norwalk		ADDRESS OF GOVERNMENTAL UNIT: 125 East Avenue Norwalk, CT		
APPLICANT: Norwalk CT Police Department		ADDRESS OF APPLICANT: 1 Monroe Street S Norwalk, CT 06854		
FEIN: 06-6011881	DUNS NUMBER: 22716620	ANTICIPATED PROJECT STARTUP DATE: November 1, 2019		
APPROVED PROJECT PERIOD: (mm/dd/yyyy) FOR HSO USE ONLY				
FROM:		THROUGH:	September 12, 2020	
PROJECT DIRECTOR:		TITLE:	TELEPHONE NUMBER:	
Bruce Hume		Lt	203-854-3007	
SIGNATURE:		ADDRESS & ZIP CODE:	FAX NUMBER:	
		1 Monroe Street S Norwalk, CT 06854		
FINANCIAL OFFICER:		TITLE:	TELEPHONE NUMBER:	
Chitsamay Lam		Comptroller	203-854-7715	
SIGNATURE:		ADDRESS & ZIP CODE:	FAX NUMBER:	
		125 East Avenue Norwalk, CT 06851		
AUTHORIZING OFFICIAL:		TITLE:	TELEPHONE NUMBER:	
Harry W Rilling		Mayor	203-854-7701	
SIGNATURE:		ADDRESS & ZIP CODE:	FAX NUMBER:	
		125 East Avenue Norwalk, CT 06851		
E-MAIL ADDRESS:		E-MAIL ADDRESS:		
bhume@norwalkct.org		clam@norwalkct.org		
hrilling@norwalkct.org				
APPROVAL -- FOR HSO USE ONLY				
FISCAL REVIEW COMPLETED BY:		PROJECT MANAGER REVIEW COMPLETED BY:		DATE:
Christine Biske		Eugene Interlandi		
DATE:		PROGRAM COORDINATOR REVIEW COMPLETED BY:		DATE:
		Joseph T. Cristalli, Jr.		
REQUESTED AMOUNT	\$60,223.56	GOVERNOR'S HIGHWAY SAFETY REP:		DATE:
HSO APPROVED \$		Thomas J. Maziarz		
TOTAL ALLOTTED:				

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	PROBLEM ID	PAGE 1 OF 3

STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION

Alcohol-impaired driving fatalities in Connecticut averaged 106 per year for the 2007-2016 ten year period. The year 2011 had the lowest reported total (94) and the year 2013 had the highest reported total (126). Alcohol-impaired driving fatalities for the latest available three years are: **2014** - 97, **2015** - 103, **2016** - 116. Alcohol-impaired driving fatalities for the 2007-2016 ten year period averaged 39% of total fatalities for the period.

DUI crashes for the latest available three years are: **2016** - 3317, **2017** - 3240, **2018** - 2483.
DUI injuries for the latest available three years are: **2016** - 1963, **2017** - 1863, **2018** - 1343.

66% of fatally injured drinking drivers ($BAC \geq 0.01$) occurred in crashes between the hours of 8 PM and 6 AM.

The number of statewide DUI arrests for the latest available three years are:
FY 2015/2016 - 10,265, **FY 2016/2017** - 9,659, **FY 2017/2018** - 9,252.

NOTE: For roving patrol activities, the number of enforcement officers allowed per vehicle at any one time is one per vehicle. However, core enforcement hours may be split by more than one officer. All officers who will be assigned to DUI activities should be trained in the most current Standardized Field Sobriety Test (SFST) course curriculum.

NOTE: The operation of this DUI enforcement project shall be above and beyond regular patrol activities scheduled during the program parameter times.

OBJECTIVES

To reduce the number of crashes, injuries and fatalities from impaired driving through increased high-visibility DUI enforcement activities. To communicate with the public, through media venues, the increased levels of DUI enforcement activities so drivers will realize the risks and consequences of operating a vehicle while under the influence and therefore deter that behavior.

ACTIVITIES AND PROCEDURES

This program is being offered on an expanded year-round basis and is in line with the goals and objectives as highlighted in the Connecticut Highway Safety Plan for FY 2020. Funding will be used to address various circumstances in which increased drinking and driving within the municipality is anticipated to take place. In the course of discussions with police agencies, it is evident that the incidence of impaired driving increases at certain times of the year in addition to holiday periods, such as shoreline communities that experience an increase in population during the summer months. Events such as summer festivals, country fairs, music concerts, sporting events, etc., all represent potential for a higher incidence of impaired driving.

Enforcement techniques employed should include extra DUI patrol activities and may include DUI sobriety checkpoints. A checkpoint is defined as an operation in a fixed location where motor vehicle operators are stopped and interviewed to establish if they are operating while impaired. Checkpoints may only be scheduled for a maximum of 8 hours. Saturation/roaming patrols are not considered checkpoints.

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	PROBLEM ID	PAGE 2 OF 3

STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION (CONTINUED):

**(INSERT LOCAL DUI CRASH AND CITATION STATISTICS AND LOCAL PROBLEM ID HERE)
DATA MUST INCLUDE ALCOHOL-RELATED FATAL AND INJURY CRASH DATA, DUI ARREST DATA,
TIME OF DAY AND DAY OF THE WEEK AND LOCATIONS WHERE THE PROBLEM EXISTS.**

* Norwalk's statistics from 2016, 2017, and 2018 are drawn from the Connecticut Crash Data Repository as well as in house records through the Norwalk Computer Assited Dispatch System. These statistics are as follows: DUI crashes 2016-54, 2017-77, 2018-76 DUI arrests 2016-201, 2017-155, 2018-123. DUI Fatalities 2016-0, 2017-1, 2018-0 DUI crashes with injuries 2016-27, 2017-32, 2018-38. DUI related incidents tend to occur on weekends during the late evening to early morning hours and on holiday periods. They generally occur on primary and secondary highways.

* DUI crashes have risen from 2016-2018. DUI arrests have dropped from 2016-2018. There is insufficient data for DUI fatals to identify a pattern. DUI crashes with injuries have risen from 2016-2018. Increased enforcement to address these rising statistics is a goal over the enforcement period covered by this grant: approximately November, 2019 through September 2020.

* Over the past number of years, Norwalk has seen an upswing in its bar, restaurant and nightclub scene. Most recent statistics show the Norwalk Fire Marshall is resspensible for inspecting 151 such establishments.

* This upswing has been fed by the development of Norwalk's two central areas, known as SoNo and Waypointe. These areas are typified by concentrations of apartments and population. The area attracts patrons from throughout the geographical area. Additionally, a shopping mall known as The SoNo Collection has recently begun to open. The SoNo collection on West Avenue, when fully opened, will add new bar and restaurant locations to the SoNo area.

* Traditionally, Thursday through Saturday nights have the highest call volume for police services. This is a time when DUI also tends to be more prevalent. The high call volume on these nights precludes the police applying high focus to DUI and other motor vehicle related enforcement in general. The reimbursement rate offered by this grant would allow the City to supplement its patrol division with motor vehicle and DUI targeted enforcement. The ultimate goal would be to address DUI as well as the property damage, personal injury and rare fatalities related to DUI.

* Norwalk along with its Police Union has taken the step of allowing the Chief of Police to select the most skilled, proactive DUI trained officers to take 40% of the DUI grant hires prior to the grant hires being released to the generral police workforce. This has had the effect of reducnt the numbers of DUI enforcement hires to a relatively small group of approximately 10 highly DUI trained and motivated officers out of a total of 178 full time employees. * Goals will be to improve on the most recent statistics, that is to increase Norwalk's DUI arrest total from last year's level of 123 arrests. Although correlation in not necessary causation, thiis increased enforcement may result in a drop in DUI related crashes and injuries from last year's totals of 76 crashes and 38 injury related crashes.

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	PROBLEM ID	PAGE 3 OF 3

STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION (CONTINUED):

(INSERT LOCAL DUI CRASH AND CITATION STATISTICS AND LOCAL PROBLEM ID HERE)
DATA MUST INCLUDE ALCOHOL-RELATED FATAL AND INJURY CRASH DATA, DUI ARREST DATA, TIME OF DAY AND DAY OF THE WEEK AND LOCATIONS WHERE THE PROBLEM EXISTS.

			Target Goals for Project Period *
Alcohol Crashes			Alcohol Crashes
2016	2017	2018	70
54	77	76	
Alcohol Fatalities			
2016	2017	2018	
0	1	0	
Alcohol Injuries			
2016	2017	2018	
27	32	38	
DUI Arrests			DUI Arrests
2016	2017	2018	150
201	155	123	

Crash data can be obtained from the Connecticut Crash Data Repository at:

<https://www.ctcrash.uconn.edu/>

Select the "Basic Report Tool" button. Then select the time period, "DUI Enforcement Grant" as the type of report and your "Police Agency."

Problem Identification:

List locations with the highest problems:

Primary and secondary roadways within Norwalk such as West Avenue,
Main Avenue, route 1, route 136, Main Street, Wall Street, Washington Street,
North Main Street, South Main Street

List day(s) of the week where data shows increased DUI:
Weekends and holidays

List time(s) of the day where data shows increased DUI:
evenings to early mornings

You must provide grant point of contact information for this grant
(This would be the person who is the day-to-day point of contact)

Name of Contact:	LT Bruce Hume
Contact Title:	Grant Manager
Work Phone:	230 854 3007
Cell Phone	N/A
FAX No.	HSO Use Only
Email Address:	bhume@norwalkct.org

PROJECT TITLE	APPLICANT
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department
	ELIGIBLE DATES

October 2019

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November 2019

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December 2019

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

January 2020

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February 2020

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

March 2020

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April 2020

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May 2020

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June 2020

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July 2020

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August 2020

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

September 2020

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	MUNICIPAL PD	PAGE 1 OF 3

ROVING PATROLS: You must indicate the actual number of roving patrols planned.

HOLIDAY ROVING PATROLS (DATES IN BLUE ON ELIGIBLE DATES CALENDAR)

(maximum allowed: 8 hours per shift, 16 hours per day)

	Number of Patrol Days	Number of Shifts per Day	Hours per Shift	Overtime Hourly Rate	Total
TCNY	25	1	8	\$70.67	\$14,134.00
MD	5	1	8	\$70.67	\$2,826.80
J4	5	1	8	\$70.67	\$2,826.80
LABOR	15	1	8	\$70.67	\$8,480.40
Holiday Roving Patrol Total					\$28,268.00

NON-HOLIDAY ROVING PATROLS (DATES IN ORANGE ON ELIGIBLE DATES CALENDAR)

(maximum allowed: 8 hours per shift, 16 hours per day)

	Number of Patrol Days	Number of Shifts per Day	Hours per Shift	Overtime Hourly Rate	Total
Non-Holiday 1	0				\$0.00
Non-Holiday 2	35	1	8	\$70.67	\$19,787.60
Non-Holiday 3	15	1	8	\$70.67	\$8,480.40
Non-Holiday 4	5	1	8	\$70.67	\$2,826.80
Non-Holiday Roving Patrol Total					\$31,094.80

ALL ROVING PATROL MUST BE CONDUCTED ON THE ELIGIBLE DATES SHOWN ON THE "ELIGIBLE DATES". ROVING PATROL CONDUCTED ON OTHER DATES ARE NOT REIMBURSABLE. ANY ROVING PATROL ACTIVITY NOT CONDUCTED DURING THE PERIOD PLANNED MAY BE CONDUCTED ON ANY OTHER ELIGIBLE DATE NOT TO EXCEED 16 HOURS PER DAY.

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	PROBLEM ID	PAGE 1 OF 3

STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION

Alcohol-impaired driving fatalities in Connecticut averaged 106 per year for the 2007-2016 ten year period. The year 2011 had the lowest reported total (94) and the year 2013 had the highest reported total (126).
 Alcohol-impaired driving fatalities for the latest available three years are: **2014** - 97, **2015** - 103, **2016** - 116.
 Alcohol-impaired driving fatalities for the 2007-2016 ten year period averaged 39% of total fatalities for the period.

DUI crashes for the latest available three years are: **2016** - 3317, **2017** - 3240, **2018** - 2483.
 DUI injuries for the latest available three years are: **2016** - 1963, **2017** - 1863, **2018** - 1343.

66% of fatally injured drinking drivers ($BAC \geq 0.01$) occurred in crashes between the hours of 8 PM and 6 AM.

The number of statewide DUI arrests for the latest available three years are:
FY 2015/2016 - 10,265, **FY 2016/2017** - 9,659, **FY 2017/2018** - 9,252.

NOTE: For roving patrol activities, the number of enforcement officers allowed per vehicle at any one time is one per vehicle. However, core enforcement hours may be split by more than one officer. All officers who will be assigned to DUI activities should be trained in the most current Standardized Field Sobriety Test (SFST) course curriculum.

NOTE: The operation of this DUI enforcement project shall be above and beyond regular patrol activities scheduled during the program parameter times.

OBJECTIVES

To reduce the number of crashes, injuries and fatalities from impaired driving through increased high-visibility DUI enforcement activities. To communicate with the public, through media venues, the increased levels of DUI enforcement activities so drivers will realize the risks and consequences of operating a vehicle while under the influence and therefore deter that behavior.

ACTIVITIES AND PROCEDURES

This program is being offered on an expanded year-round basis and is in line with the goals and objectives as highlighted in the Connecticut Highway Safety Plan for FY 2020. Funding will be used to address various circumstances in which increased drinking and driving within the municipality is anticipated to take place. In the course of discussions with police agencies, it is evident that the incidence of impaired driving increases at certain times of the year in addition to holiday periods, such as shoreline communities that experience an increase in population during the summer months. Events such as summer festivals, country fairs, music concerts, sporting events, etc., all represent potential for a higher incidence of impaired driving.

Enforcement techniques employed should include extra DUI patrol activities and may include DUI sobriety checkpoints. A checkpoint is defined as an operation in a fixed location where motor vehicle operators are stopped and interviewed to establish if they are operating while impaired. Checkpoints may only be scheduled for a maximum of 8 hours. Saturation/roaming patrols are not considered checkpoints.

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	PROBLEM ID	PAGE 2 OF 3

STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION (CONTINUED):

**(INSERT LOCAL DUI CRASH AND CITATION STATISTICS AND LOCAL PROBLEM ID HERE)
DATA MUST INCLUDE ALCOHOL-RELATED FATAL AND INJURY CRASH DATA, DUI ARREST DATA,
TIME OF DAY AND DAY OF THE WEEK AND LOCATIONS WHERE THE PROBLEM EXISTS.**

* Norwalk's statistics from 2016, 2017, and 2018 are drawn from the Connecticut Crash Data Repository as well as in house records through the Norwalk Computer Assited Dispatch System. These statistics are as follows: DUI crashes 2016-54, 2017-77, 2018-76 DUI arrests 2016-201, 2017-155, 2018-123. DUI Fatalities 2016-0, 2017-1, 2018-0 DUI crashes with injuries 2016-27, 2017-32, 2018-38. DUI related incidents tend to occur on weekends during the late evening to early morning hours and on holiday periods. They generally occur on primary and secondary highways.

* DUI crashes have risen from 2016-2018. DUI arrests have dropped from 2016-2018. There is insufficient data for DUI fatalities to identify a pattern. DUI crashes with injuries have risen from 2016-2018. Increased enforcement to address these rising statistics is a goal over the enforcement period covered by this grant: approximately November, 2019 through September 2020.

* Over the past number of years, Norwalk has seen an upswing in its bar, restaurant and nightclub scene. Most recent statistics show the Norwalk Fire Marshall is responsible for inspecting 151 such establishments.

* This upswing has been fed by the development of Norwalk's two central areas, known as SoNo and Waypointe. These areas are typified by concentrations of apartments and population. The area attracts patrons from throughout the geographical area. Additionally, a shopping mall known as The SoNo Collection has recently begun to open. The SoNo collection on West Avenue, when fully opened, will add new bar and restaurant locations to the SoNo area.

* Traditionally, Thursday through Saturday nights have the highest call volume for police services. This is a time when DUI also tends to be more prevalent. The high call volume on these nights precludes the police applying high focus to DUI and other motor vehicle related enforcement in general. The reimbursement rate offered by this grant would allow the City to supplement its patrol division with motor vehicle and DUI targeted enforcement. The ultimate goal would be to address DUI as well as the property damage, personal injury and rare fatalities related to DUI.

* Norwalk along with its Police Union has taken the step of allowing the Chief of Police to select the most skilled, proactive DUI trained officers to take 40% of the DUI grant hires prior to the grant hires being released to the general police workforce. This has had the effect of reducing the numbers of DUI enforcement hires to a relatively small group of approximately 10 highly DUI trained and motivated officers out of a total of 178 full time employees.

* Goals will be to improve on the most recent statistics, that is to increase Norwalk's DUI arrest total from last year's level of 123 arrests. Although correlation is not necessary causation, this increased enforcement may result in a drop in DUI related crashes and injuries from last year's totals of 76 crashes and 38 injury related crashes.

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	MUNICIPAL PD	PAGE 1 OF 3

ROVING PATROLS: *You must indicate the actual number of roving patrols planned.*

HOLIDAY ROVING PATROLS (DATES IN BLUE ON ELIGIBLE DATES CALENDAR)
(maximum allowed: 8 hours per shift, 16 hours per day)

	Number of Patrol Days	Number of Shifts per Day	Hours per Shift	Overtime Hourly Rate	Total
TCNY	25	1	8	\$70.67	\$14,134.00
MD	5	1	8	\$70.67	\$2,826.80
J4	5	1	8	\$70.67	\$2,826.80
LABOR	15	1	8	\$70.67	\$8,480.40
Holiday Roving Patrol Total					\$28,268.00

NON-HOLIDAY ROVING PATROLS (DATES IN ORANGE ON ELIGIBLE DATES CALENDAR)
(maximum allowed: 8 hours per shift, 16 hours per day)

	Number of Patrol Days	Number of Shifts per Day	Hours per Shift	Overtime Hourly Rate	Total
Non-Holiday 1	0				\$0.00
Non-Holiday 2	35	1	8	\$70.67	\$19,787.60
Non-Holiday 3	15	1	8	\$70.67	\$8,480.40
Non-Holiday 4	5	1	8	\$70.67	\$2,826.80
Non-Holiday Roving Patrol Total					\$31,094.80

ALL ROVING PATROL MUST BE CONDUCTED ON THE ELIGIBLE DATES SHOWN ON THE "ELIGIBLE DATES". ROVING PATROL CONDUCTED ON OTHER DATES ARE NOT REIMBURSABLE. ANY ROVING PATROL ACTIVITY NOT CONDUCTED DURING THE PERIOD PLANNED MAY BE CONDUCTED ON ANY OTHER ELIGIBLE DATE NOT TO EXCEED 16 HOURS PER DAY.

PROJECT TITLE		APPLICANT			
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department		Norwalk CT Police Department			
		MUNICIPAL PD	PAGE 2 OF 3		
<i>IN-TOWN CHECKPOINTS: You must indicate the actual number of in-town checkpoints planned.</i>					
HOLIDAY IN-TOWN CHECKPOINTS (DATES IN BLUE ON ELIGIBLE DATES CALENDAR) (maximum allowed: 8 hours per shift, 64 hours per checkpoint)					
	Number of Checkpoints	Number of Shifts per Checkpoint	Hours per Checkpoint Shift	Overtime Hourly Rate	Total
TCNY	0				\$0.00
MD	0				\$0.00
J4	0				\$0.00
LABOR	0				\$0.00
Holiday In-Town Checkpoint Total					\$0.00
NON-HOLIDAY IN-TOWN CHECKPOINTS (DATES IN ORANGE ON ELIGIBLE DATES CALENDAR) (maximum allowed: 8 hours per shift, 64 hours per checkpoint)					
	Number of Checkpoints	Number of Shifts per Checkpoint	Hours per Checkpoint Shift	Overtime Hourly Rate	Total
Non-Holiday 1	0				\$0.00
Non-Holiday 2	0				\$0.00
Non-Holiday 3	0				\$0.00
Non-Holiday 4	0				\$0.00
Non-Holiday In-Town Checkpoint Total					\$0.00
Chkpt Total		0			
LIST ALL PLANNED IN-TOWN CHECKPOINT DATES. INCLUDE BOTH HOLIDAY/NON-HOLIDAY DATES.					
Chkpt Total must equal Total No. of Dates					0
Checkpoint Total Verification					TRUE
ALL IN-TOWN CHECKPOINT ACTIVITIES MUST BE CONDUCTED ON THE DATES LISTED ON THIS PAGE. ANY CHANGES TO CHECKPOINT DATES MUST BE APPROVED BY THE HIGHWAY SAFETY OFFICE PRIOR TO RESCHEDULING ANY CHECKPOINT ACTIVITY. CHECKPOINT ACTIVITY HOURS MAY NOT EXCEED 64 HOURS PER CHECKPOINT.					

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	MUNICIPAL PD	PAGE 3 OF 3

OUT-OF-TOWN CHECKPOINTS: You must indicate the actual number of out-of-town checkpoints planned.

HOLIDAY OUT-OF-TOWN CHECKPOINTS (DATES IN BLUE ON ELIGIBLE DATES CALENDAR)

(maximum allowed: 8 hours per shift, 64 hours per checkpoint)

	Number of Checkpoints	Number of Shifts per Checkpoint	Hours per Checkpoint Shift	Overtime Hourly Rate	Total
TCNY	0				\$0.00
MD	0				\$0.00
J4	0				\$0.00
LABOR	0				\$0.00
Holiday Out-of-Town Checkpoint Total					\$0.00

NON-HOLIDAY OUT-OF-TOWN CHECKPOINTS (DATES IN ORANGE ON ELIGIBLE DATES CALENDAR)

(maximum allowed: 8 hours per shift, 64 hours per checkpoint)

	Number of Checkpoints	Number of Shifts per Checkpoint	Hours per Checkpoint Shift	Overtime Hourly Rate	Total
Non-Holiday 1	0				\$0.00
Non-Holiday 2	0				\$0.00
Non-Holiday 3	0				\$0.00
Non-Holiday 4	0				\$0.00
Non-Holiday Out-of-Town Checkpoint Total					\$0.00

ALL OUT-OF-TOWN CHECKPOINT ACTIVITIES MUST BE CONDUCTED ON THE DATES LISTED ON THE HOST TOWN'S "IN-TOWN CHKPTS" PAGE OR APPROVED BY THE HIGHWAY SAFETY OFFICE. CHECKPOINT ACTIVITY HOURS MAY NOT EXCEED 64 HOURS PER CHECKPOINT.

OVERALL TOTAL:	\$59,362.80
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PROJECT TITLE	APPLICANT
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department
	SPECIAL ENFORCEMENT 1

SPECIAL EVENT ENFORCEMENT WORKSHEET

8 OFFICERS PER EVENT MAXIMUM.
8 HOUR SHIFTS MAXIMUM.
SPECIAL EVENT ENFORCEMENT REQUIRES ADDITIONAL WRITTEN JUSTIFICATION AND APPROVAL FROM THE PROGRAM COORDINATOR.

*** Please describe in detail the nature of the event, past history, crash data, arrest data, or problems necessitating the additional manpower for alcohol enforcement and any other information necessary to consider for additional enforcement.

Date:		Event:	
Enforcement Officer	Hrs.	Rate	Total
# 1:			\$0.00
# 2:			\$0.00
# 3:			\$0.00
# 4:			\$0.00
# 5:			\$0.00
# 6:			\$0.00
# 7:			\$0.00
# 8:			\$0.00
Grand Total			\$0.00

N/A

Approved: Joseph T. Cristalli, Jr.

Disapproved: Joseph T. Cristalli, Jr.

PROJECT TITLE	APPLICANT
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department
	FB CERTIFICATION

FRINGE BENEFIT CERTIFICATION STATEMENT

NOTE: If fringe rate is being charged/reimbursed, this page should be completed and signed. Fringe benefit charges should NOT be included in the hourly rate. No hourly rate should be inflated--all hourly rates should be reported as actuals.

I hereby certify that the information below is the true and accurate and authorized by the City/Town/Agency of Norwalk CT Police Department for hours worked by personnel for the following time period:

FROM Date: 21-Nov-19 **TO Date:** 12-Sep-20

#	Actual Cost Category	Officer's Fringe Rate OVT %	Submitting for Reimbursement	Trooper's Fringe Rate OVT %	Submitting for Reimbursement
1	59,362	1.45%	YES	0.00%	
2		0.00%		0.00%	
3		0.00%		0.00%	
4		0.00%		0.00%	
5		0.00%		0.00%	
6		0.00%		0.00%	
7		0.00%		0.00%	
8		0.00%		0.00%	
9		0.00%		0.00%	
10		0.00%		0.00%	

Total Fringe Rate	1.45%	1.45%	0.00%	0.00%
--------------------------	--------------	--------------	--------------	--------------

I further certify that this statement is correct in all respects and that the fringe benefit rate(s) identified above accurately represents the fringe benefit costs to the city/town/agency for the individuals employed under or working on this project.

City/Town/Agency's Chief Financial Officer or Authorized Official

Name (Please Print): Chitsamay Lam

Ink Signature: _____

Title: Comptroller

Date: _____

PROJECT TITLE	APPLICANT
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department
	BUDGET

BUDGET DETAIL

THIS WORKSHEET WILL AUTO POPULATE ONCE THE OTHER TABS ARE FILLED OUT

(A) SALARIES:

Total Estimated Wages: (A) \$59,362.80

(B) FRINGE BENEFITS:

Overtime Fringe Benefit of:		Rate	Salary Breakdown	Fringe Benefits
Municipal PD	@	1.45%	\$59,362.80	\$860.76
Resident Trooper	@	0.00%	\$0.00	\$0.00
Officer/Constable	@	1.45%	\$0.00	\$0.00
State Police	@	0.00%	\$0.00	\$0.00

Total Fringe Benefits Costs: (B) \$860.76

(C) INDIRECT COST:

Indirect Rate @

Total Indirect Costs: (C) \$0.00

Grand Total Amount: \$60,223.56

PROJECT TITLE	APPLICANT
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department
	REIMBURSEMENT

PROJECT EXPENDITURES --- REIMBURSEMENT REQUIREMENTS

NOTE: This is a federally reimbursable program. The cost of all expenses incurred under this project must first be paid for with municipal or state agency funds. The sub-grantee may then apply for reimbursement based on the procedures and policies listed below.

Project Start Date November 1, 2019		
1st Billing Period Start Date October 3, 2019	1st Billing Period Ending Date January 1, 2020	Reimbursement Deadline January 31, 2020
2nd Billing Period Start Date January 2, 2020	2nd Billing Period Ending Date April 4, 2020	Reimbursement Deadline May 4, 2020
3rd Billing Period Start Date April 9, 2020	3rd Billing Period Ending Date July 5, 2020	Reimbursement Deadline August 4, 2020
4th Billing Period Start Date July 9, 2020	Project Ending Date September 12, 2020	Reimbursement Deadline October 13, 2020

- *All reimbursements must be signed and dated by the sub-grantee's authorizing official.*
- *Reimbursements should be submitted on a quarterly/monthly basis, per program, per program manager, during the term of the approved grant.*
- *Under the terms and conditions of this project application, ALL SUPPORTING DOCUMENTATION must be submitted to the Highway Safety Office no later than thirty (30) days after the project's ending date. Please verify the project start date, project ending date, and reimbursement deadline prior to any project activity.*
- *All reimbursements must include the invoice as well as proof of payment (examples: for airfare or hotel; a billing statement showing a zero balance, a screen shot from system showing vendor and payment amount with voucher number, copy of front and back of canceled check, or notarized letter which includes check number and date when expenditure was paid).*
- *Deadline for all federal reimbursements for salary positions must be invoiced to the CT Highway Safety Office (HSO) no later than October 30th. Failure to do so may jeopardize your reimbursement.*
- *All salary reimbursements must be accompanied by signed timesheets and/or reports. Signature of both the employee and authorizing Supervisor is required.*
- *Deadline for all federal reimbursements for commodity purchases and other pre-approved grant items should be submitted to the HSO no later than October 30th.*
- *Photocopies of any media coverage (if applicable) or supportive documentation can be included.*
- *Grant category budgets should be adhere to, funding is not fluid between budget categories. Only expenses contained in the approved Highway Safety Project application may be claimed for reimbursement.*

FAILURE TO MEET THE REIMBURSEMENT REQUIREMENTS SET FORTH MAY RESULT IN YOUR CLAIM BEING DENIED.

PROJECT TITLE	APPLICANT
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department
	AUDIT REQ

ATTACHMENT A

SINGLE AGENCY AUDITING REQUIREMENTS AND PROCEDURES EFFECTIVE OCTOBER 1, 2019

AUDIT REQUIREMENT STATEMENT:

The town/city/agency of Norwalk
declares that for the fiscal year ending September 30, 2020, the sum total of Federal funds awarded to local government agencies from all sources **DOES exceed \$750,000** and that it will conduct an audit report as required under 2 CFR part 200 subpart F (REVISED) AUDITS OF STATES, LOCAL GOVERNMENTS, AND NON-PROFIT ORGANIZATIONS AND 49 CFR UNIFORM ADMINISTRATIVE REQUIREMENTS FOR GRANTS AND COOPERATIVE AGREEMENTS TO STATE AND LOCAL GOVERNMENTS PART 18.26

Name (Please Print): Chitsamay Lam

Signature: _____

Title: Comptroller

Date: _____

(NOTE: PLEASE DO NOT SIGN FOR BOTH STATEMENTS)



AUDIT EXEMPTION STATEMENT:

The town/city/agency of _____
declares that for the fiscal year ending September 30, 2020, the sum total of Federal funds awarded to local government agencies from all sources **DOES NOT exceed \$750,000** and that an independent audit is not required under 2 CFR part 200 subpart F (REVISED) AUDITS OF STATES, LOCAL GOVERNMENTS, AND NON-PROFIT ORGANIZATIONS AND 49 CFR UNIFORM ADMINISTRATIVE REQUIREMENTS FOR GRANTS AND COOPERATIVE AGREEMENTS TO STATE AND LOCAL GOVERNMENTS PART 18.26

Name (Please Print): _____

Signature: _____

Title: _____

Date: _____

The following sanctions policy will be in effect for sub grantees who do not submit Audit Reports or who do not correct findings in those reports:

a. Any sub grantee receiving \$750,000 or more in Federal funds from all sources who fails to submit an audit report two or more sequential fiscal years will not be eligible for highway safety grants until all audit reporting requirements are met.

b. Any sub grantee who has not taken corrective action on an audit finding within six months of the submission of an audit report will have funds automatically deducted from any pending claims. If there are no pending claims with the HSO, the sub grantee will not be eligible for highway safety grants until a corrective action has been negotiated with the HSO.

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
	CERT ASSURANCE	PAGE 1 OF 6

Certification and Assurances

EQUIPMENT

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.31

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, *et seq.*), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, *et seq.*), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

PROJECT TITLE	APPLICANT	
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department	Norwalk CT Police Department	
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POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements
The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

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CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

PROJECT TITLE		APPLICANT	
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		CERT ASSURANCE	PAGE 5 OF 6

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

OTHER FEDERAL REQUIREMENTS

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

Failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

The State and each sub-recipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

These Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Certifying Official:

Name: Harry W. Rilling

Title: Mayor

Ink Signature: _____

Date: _____

PROJECT TITLE		APPLICANT																																					
FY 2020 Comprehensive DUI Enforcement Program for Municipal Police Department		Norwalk CT Police Department																																					
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SOLE SOURCE PROCUREMENT REQUEST

Date - October 21 2019

Please read the Sole Source procurement Policy printed on page 2 before filling out this request. This form is to be used in conjunction with the Procurement Request Form.

Briefly describe the scope of services or equipment needed. Attach a Procurement Request Form and complete specifications.

Portable Radio Upgrade 19-20

This purchase qualifies as a Sole Source procurement for the following reason(s):

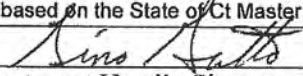
- ☒ The compatibility of equipment is of paramount consideration.
- ☒ The compatibility of accessories, replacement parts is of paramount consideration.
- ☐ The sole supplier's item is needed for trial use or testing.
- ☐ The sole supplier's item is to be produced for resale or donation.
- ☐ A Public utility service
- ☐ Other, please explain -

Outline any research you did in determining that this vendor is the only one able to supply this item or service. Be specific as to names and addresses of firms or people contacted. Attach supportive documentation.

Motorola is the current equipment that we have, the combined dispatch center is all based on Motorola. The upgrade for dispatch upgrade planned for 20-21 will be all Motorola (the state radio network is built on Motorola infrastructure and Motorola only guarantees performance with Motorola subscriber radios.) NorcomCt has been the vendor that we have used for 20 plus years for both the Police Department and ourself.

The Motorola Personnel Accountability application is engineered to work with the Motorola APX radios.

Pricing is based on the State of Ct Master Contract (A-99-001)


Department Head's Signature

The Purchasing Agent

Corporation Council

☒ Supports

☐ Does not support

☐ Supports

☐ Does not support

This request for a sole source purchase


Signature

Signature

**Customer**

Norwalk Fire Department
Assistant Chief Chris King

Date

10/9/2019

<u>Qty</u>	<u>Description</u>	<u>Item</u>	<u>Unit</u>	<u>Extended</u>
50	APX 8000 ALL BAND PORTABLE MODEL 2.5	H91TGD9PW6 N	\$ 7,829.30	\$ 391,465.00
50	ENH: APX8000XE RUGGED RADIO	QA02006		
50	ADD: ASTRO DIGITAL CAI OPERATION	Q806		
50	ADD: SMARTZONE OPERATION	H38		
50	ALT:APX 8000 HOUSING GREEN	QA01427		
50	ADD: TDMA OPERATION	QA00580		
50	ADD: ADVANCED SYSTEM KEY - HARDWARE KEY	QA01648		
50	ADD: P25 9600 BAUD TRUNKING	Q361		
50	ADD: 3Y ESSENTIAL ACCIDENTAL DAMAGE	HA00022AC		
50	ENGRAVING SERVICES	SVC03SVC0116		
50	SUBSCRIBER PROGRAMMING	SVC03SVC0115D		
50	XE500 HIGH IMPACT GREEN, WITH CHANNEL KNOB	PMMN4106D		
50	ACCESSORY KIT, FIREMAN'S RADIO STRAP	RLN6486A		
50	CARRY ACCESSORY-CASE, APX8000	PMLN7905A		

Accessories

<u>Qty</u>	<u>Description</u>	<u>Item</u>	<u>Unit</u>	<u>Extended</u>
8	CHARGER, MULTI-UNIT, IMPRES 2, 6-DISP	NNTN8844A	\$ 1,031.25	\$ 8,250.00
9	CHARGER, SINGLE-UNIT, IMPRES 2, 3A, 115VAC, US/NA	NNTN8860A	\$ 123.75	\$ 1,113.75
50	BATT IMPRES 2 LIION UL2054 DIV2 R IP68 3400T	PMNN4504	\$ 144.75	\$ 7,237.50

Total **\$ 408,066.25**

Notes

Budgetary pricing per State of CT Master Contract A-99-001 and is valid for 30 days
Please issue PO to Motorola Solutions, Inc.

Note on PO to ship order to 7 Great Hill Road, Naugatuck, CT 06770

Note on PO your address as the "Ultimate Destination"

Pricing reflects additional 2.5% Radio Subscriber Volume Quantity Discount for 50+ Units Ordered

Assumes USAI is provided by others.

Programming of the UASI system requires State authorization and an ID to be issued.

It can take up to two weeks for ID to be issued after receipt of order.

Programming charge includes up to 48 channels in three zones with up to three personalities and one scan list.

Programming includes up to 50 alias's. Updates to alias list will require fleetwide reprogramming.

Programming of authorized channels only. Customer is responsible

for obtaining letters of approval, if needed.

Programming in addition to that noted above will be billed directly at a rate of \$95/hr

Prepared By

NorcomCT



Authorized Channel Partner
Manufacturer's Representative

7 Great Hill Road, Naugatuck, CT 06770

Andy Langlais

Phone 203-568-6963

Email alanglais@norcomct.com

Web www.norcomct.com

APC	List	Contract	Contr Ext	Dis
579	\$5,983.00	\$ 4,337.68	\$ 216,883.75	27.50%
581	\$800.00	\$ 580.00	\$ 29,000.00	27.50%
579	\$515.00	\$ 373.38	\$ 18,668.75	27.50%
655	\$1,500.00	\$ 1,087.50	\$ 54,375.00	27.50%
579	\$25.00	\$ 18.13	\$ 906.25	27.50%
655	\$450.00	\$ 326.25	\$ 16,312.50	27.50%
655	\$5.00	\$ 3.63	\$ 181.25	27.50%
655	\$300.00	\$ 217.50	\$ 10,875.00	27.50%
185	\$284.00	\$ 284.00	\$ 14,200.00	0.00%
	\$25.00	\$ 25.00	\$ 1,250.00	0.00%
	\$40.00	\$ 40.00	\$ 2,000.00	0.00%
	\$616.00	\$ 462.00	\$ 23,100.00	25.00%
271	\$37.00	\$ 27.75	\$ 1,387.50	25.00%
271	\$62.00	\$ 46.50	\$ 2,325.00	25.00%
785	\$1,375.00	\$ 1,031.25	\$ 8,250.00	25.00%
785	\$165.00	\$ 123.75	\$ 1,113.75	25.00%
453	\$193.00	\$ 144.75	\$ 7,237.50	25.00%
			\$ 391,465.00	