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ARTICLE II
SPECIAL PROVISIONS

The following special provisions shall be part of the specifications for this contract. Where they conflict with other parts of the specifications, they shall supersede.

1. AFFIDAVIT:

This Affidavit attached to the proposal for this contract shall be filled out and submitted with said proposal or the bid shall be declared void.

2. BID SECURITY SUBMITTED WITH PROPOSAL:

The bid security (i.e. bid bond or certified check) as outlined in Articles I and III of these specifications shall be **submitted in a separate envelope** along with the proposal. The bid security shall be clearly marked and accessible without needing to open the envelope containing the proposal. Any proposal that does not have bid security as outlined above will not be accepted and is subject to rejection.

3. UNDERGROUND UTILITIES:

The contractor shall, prior to any construction, contact all utility companies to determine the location of all underground utilities including telephone, Cable TV, electric, gas, water and sewer utilities.

4. PAY ITEMS:

All items of work not specifically set out in the proposal shall be considered subsidiary to other pay items and will not be paid for directly.

5. STAKING:

The Engineering Division shall be given 72 hours (not including weekend) notice before construction begins to allow time for staking.

6. SAWING, TYPE "B":

Portland Cement Concrete (PCC) pavement to be removed shall be isolated from the paving to remain by cutting a full depth saw cut, using either a wheel saw or diamond blade. If a wheel saw is used, additional sawing shall be required to provide smooth, straight and true vertical faces.

The Contractor shall immediately and continuously remove the slurry or residue from the saw cut operation. The Contractor shall not permit slurry to flow across shoulders or lanes occupied by traffic. The Contractor shall not permit slurry or residue into gutters, inlets, or other drainage facilities. The Contractor shall leave slabs clean and dry with no residue remaining upon completion of sawing operations, with the exception of residue or slurry into excavations or subgrade that doesn't drain to gutters, inlets, or other drainage facilities.

When called for in the proposal, sawing Portland Cement Concrete (PCC) pavement, completed in conformance with these Standard Specifications and accepted by the City's Project Manager shall be measured and paid for at the contract unit price bid per linear foot for TYPE 'B' SAWING. Such payment shall be full compensation for all Work associated with isolating the pavement to be removed, cleaning of slabs and removal of slurry or residue, equipment, tools, labor, materials, and incidentals necessary to complete this item of Work.

7. SAWING, TYPE "C":

Portland Cement Concrete (PCC) driveways and sidewalks to be removed shall be isolated from the driveway and sidewalk to remain by cutting a full depth saw cut.

The Contractor shall immediately and continuously remove the slurry or residue from the saw cut operation. The Contractor shall not permit slurry to flow across shoulders or lanes occupied by traffic. The Contractor shall not permit slurry or residue into gutters, inlets, or other drainage facilities. The Contractor shall leave slabs clean and dry with no residue remaining upon completion of sawing operations, with the exception of residue or slurry into excavations or subgrade that doesn't drain to gutters, inlets, or other drainage facilities.

When called for in the proposal, sawing Portland Cement Concrete (PCC) driveways and sidewalks, completed in conformance with these Standard Specifications and accepted by the City's Project Manager shall be measured and paid for at the contract unit price bid per linear foot for TYPE 'C' SAWING. Such payment shall be full compensation for all Work associated with isolating the pavement to be removed, cleaning of slabs and removal of slurry or residue, equipment, tools, labor, materials, and incidentals necessary to complete this item of Work.

8. PAVEMENT REPAIR:

This work shall consist of repairing Portland Cement Concrete (PCC) pavement with Portland cement concrete (PCC) at the locations shown in the contract or as designated by the Engineer.

The work shall include removing deteriorated concrete, disposing of the old concrete, preparation of the repair area, and furnishing, placing, finishing and curing of the PCC. This work includes full depth repairs for pavement, curbs, joints, and cracks.

Concrete pavement repairs are grouped into 3 types based on the surface area of the patch (see Table SP1-1).

Table SP1-1 – PCC Pavement Repair Groups	
TYPE	SIZE SQUARE YARDS (SY)
A	Less than 5
B	5 to 15
C	More than 15

Dowel baskets for PCC pavement construction shall be installed when present in existing pavement. Full depth concrete pavement repairs shall be a minimum of 4' in length and 4' in width. New curb shall be constructed as indicated on the plans or as directed by the City's Project Manager, to the same dimensions as the existing curb and paid for as part of the Pavement Repair Type A, B or C bid item. Full depth pavement repair shall be constructed on a prepared subgrade or foundation course as prescribed in the contract. The thickness of the new concrete pavement shall match the existing pavement thickness or as shown on the plans.

Repairs shall be made with Class 47B Concrete. All concrete materials furnished by the Contractor shall conform to the requirements set forth in Article IV of the City of Norfolk Standard Specifications.

The Contractor shall remove the concrete pavement and curbs, if applicable, without damaging the adjacent concrete pavement and curbs. Repair of any damage caused by the operation is at the Contractor's expense. The Contractor shall remove and dispose of all old pavement, reinforcing steel, and a 6" depth of the existing subgrade. The Contractor shall cut around the perimeter of the repair area as shown in the plans. All repairs shall be cut so the edges are parallel or perpendicular to the traveled way. Saw overcuts shall be kept to a minimum. The Contractor shall use hand or pneumatic tools to remove the concrete pavement. If the patch is full depth Type C, then a drop hammer may be used to remove the pavement. When tie bars in longitudinal joints are damaged during concrete removal, they shall be replaced by the Contractor at no additional cost to the City with No. 5 reinforcing bars that are 18" in length. The new tie bars shall be installed into holes drilled in the existing concrete and secured in place with a non-shrink grout or epoxy on the Nebraska Department of Transportation (NDOT) Approved Products List.

The repair sections shall be removed to the lines designated in the plans and or by the City's Project Manager, including reinforcement that interferes with the operations. The wheel-type cutter shall be operated to produce minimum disturbance of the foundation course material, with no encroachment of the cut into the concrete of the adjoining lane. The Contractor shall uniformly moisten and compact the subgrade or foundation course to the satisfaction of the Engineer. Where the repair area is not bordered by existing concrete pavement, a form shall be used as the pavement edge to provide the same surface elevation and edge alignment as the

existing pavement. The form shall be supported or braced in position to prevent movement during the placement and finishing of the concrete. Forms for concrete pavement repair shall conform to the requirements of the current City of Norfolk Standard Specifications.

Dowel bars or tie bars shall be anchored into the faces of the existing concrete as designated in the contract. The dowel bar holes shall be drilled at the same plane $\pm 1/8"$ and at the spacing shown in the contract. The tie bar holes can be drilled independently. The drilled holes shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture. After cleaning and prior to dowel or tie bar insertion, an application of grout or Type IV, Grade 3 epoxy shall be made at the back of the hole. The grout or epoxy shall be from NDOT Approved Products List. Twist the dowel or tie bar one full turn during insertion to completely surround it with the grout or epoxy. The furnishing and installation of dowel and tie bars will not be paid for directly but shall be considered subsidiary to the concrete pavement or joint repair work being performed. For the new matching transverse joints on repairs that span existing joints, the dowel baskets shall be placed parallel to the joint, and the dowel bars shall be parallel to centerline.

The Contractor shall furnish and place the concrete. The concrete shall be handled and consolidated so there will be no separation of the aggregate and the mortar. An internal vibrator shall be used to consolidate the concrete. A vibrating screed shall be used on a full depth concrete repair that is a full panel width and two or more panels in length, to finish the concrete to the final elevation. The concrete shall be floated with a magnesium bull float and then given a drag finish with wet burlap, carpet, or canvas in a direction parallel to the traffic flow. If the surface is not to receive an overlay or smoothness grinding, it shall be finished to match the existing surface.

The Contractor shall create joints in full depth repairs to match existing joint patterns or as shown in the contract. When pavement and joint repairs will not be overlaid, all saw cuts, random cracks, transverse joints, and longitudinal joints shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture, and sealed with hot pour joint sealant as specified in City of Norfolk Standard Specifications. Joints/cracks shall not be sealed until after any corrective work or Diamond Grinding and Texturing Concrete Pavement is completed. Formed joint wells that are destroyed shall be reconstructed, and joints/cracks of insufficient depth shall be deepened prior to sealing.

The Contractor shall apply curing compound to all concrete pavement repairs. The cure compound shall be applied immediately after each patch is completed. White pigmented curing compound shall be used when the repair will be the wearing surface. The application rate shall be 1 Gallon per 100 Square Feet. Concrete Class 47B concrete pavement repairs shall not be opened to traffic until the compressive strength reaches 3,500 psi as determined by the Maturity Method or cylinders, at the discretion of the City's Project Manager. Concrete shall not be placed when ambient air temperature is expected to drop below 40°F (4°C) during the cure period.

The pavement elevation of repair areas shall be corrected in a manner that eliminates dips or bumps. Dips and bumps are defined as having a 1/8" or greater deviation using an approved 10' straightedge. If the repair will be the wearing surface, the correction shall be diamond grinding or

replacement as directed by the City's Project Manager. The condition of the adjacent pavement shall be considered when evaluating the 1/8" deviation requirement.

CONCRETE PAVEMENT REPAIR, TYPE ____, FULL DEPTH, ____ PCC Full depth Portland Cement Concrete (PCC) pavement repair, Types A, B, and C, as determined by Table SP1-1, constructed in conformance with the Plans and the City of Norfolk Standard Specifications and accepted by the City's Project Manager, shall be measured and paid for at the contract unit price bid per square yard for CONCRETE PAVEMENT REPAIR, TYPE ____, FULL DEPTH ____ PCC.

9. PAVEMENT AND SIDEWALK REMOVAL:

This Work shall include the removing of existing pavement, surface and base courses, concrete headers, combination curb and gutter, concrete curb, concrete gutter, concrete driveways, walks, steps, retaining walls, and miscellaneous masonry, as required; and shall also include salvaging and disposing of the resulting material, together with the necessary excavation and backfilling.

The City's Project Manager shall identify all areas of authorized pavement removal. The removal of existing pavement shall extend to an existing joint, or to the limits shown on the plans. When called for on the plans or by the City's Project Manager, all pavement to be removed shall be isolated from the pavement to remain by cutting a saw joint, as provided below, or by other methods specifically approved by the City's Project Manager. The pavement to be removed shall be broken into movable sizes and removed from the site. If the pavement to remain is damaged by the Contractor, the City's Project Manager will order further removal at the Contractor's expense. Pavement which is removed without authorization by the City's Project Manager shall be replaced at the Contractor's expense.

When called for in the proposal, pavement, sidewalk, driveway, curb, steps, retaining wall and miscellaneous masonry items removed in conformance with these Standard Specifications and accepted by the City's Project Manager shall be measured and paid for at the contract unit price bid per square yard for PAVEMENT AND SIDEWALK REMOVAL. The quantity shall be determined based on surface measurement. Such payment shall be full compensation for removal, loading, hauling, disposal of all materials, all equipment, tools, labor, and incidentals necessary to completely remove the said items from the job site.

10. CONCRETE DRIVEWAY AND SIDEWALK:

Such payment shall be full compensation for all preparation of subgrade, forms or slip forming, curb and gutter, integral curb, materials, labor, equipment, jointing, finishing, curing, sawing, sealing, backfilling, guarantee, cleanup and incidentals necessary to complete the Work.

Curb drops shall be constructed at locations shown on the plans or as directed by the City's Project Manager for the future construction or reconstruction of driveways or access ramps. No

direct payment will be made for the Work of constructing curb drops. The cost of curb drops shall be considered subsidiary to the items for which direct payment is made.

CONCRETE SIDEWALK, ___ " THICK; CONCRETE DRIVEWAY, ___ " THICK; CONCRETE BIKEWAY, ___ " THICK, that has been completed in conformance with the Plans and Standard Specifications and accepted by the City's Project Manager shall be measured and paid for at the contract unit price bid per square yard. Sidewalks or bikeways constructed through future driveway locations shall be constructed to the minimum driveway thickness, and shall be measured and paid for at the appropriate unit price bid for Concrete Driveway.

11. DETECTABLE WARNING PANELS:

All curb ramps shall be constructed with DETECTABLE WARNING PANEL material in conformance with the City of Norfolk Standard Specifications. DETECTABLE WARNING PANELS shall be TufTile 10 gauge galvanized steel or approved equal and shall be black in color.

DETECTABLE WARNING PANELS material shall be paid for by the square foot of material in place.

12. DISPOSAL OF SURPLUS MATERIAL:

All excavated material not required or suitable for fills or other designated purposes shall be removed from within the limits of the Work and deposited at an appropriate, off-site location approved by the project manager.

Surplus materials shall, in general, be removed and disposed of before the subgrade has been completed and before any construction materials are placed.

Final measurement of the specified quantity of surplus material shall not be made. EXCAVATION DISPOSAL, when called for on the plans, shall be the quantity of excess material measured in cubic yards which must be removed from the site and disposed of at an appropriate, off-site location. All such payments shall be full compensation for equipment, tools, labor and incidentals necessary to complete the Work.

13. CRUSHED CONCRETE FOUNDATION COURSE:

The foundation course is a layer of compacted material conforming to the lines, grades, and dimensions shown in the contract. The foundation course shall be built on a finished subgrade. The contractor shall complete the following requirements under the foundation course bid items including but not limited to adjusting grade lines, placement of the foundation course,

compaction of the foundation course, hauling of the foundation course, profiling of the foundation course and disposal of excess material.

The City of Norfolk will provide the crushed concrete foundation course to the contractor. It shall be the contractor's responsibility to haul the crushed concrete foundation course from the City storage facility located at 610 E Monroe Avenue to the job site.

Crushed concrete foundation course shall be 6" thick and shall be placed in locations as shown on the plans. The City's project manager may authorize additional crushed concrete foundation course be placed in area with unsuitable soils.

Construction methods, measurements and payments shall be consistent with NDOT Standard Specifications Section 307.

14. GEOGRID:

Geogrid to be used as soil reinforcement shall be a regular grid structure of high-density polyethylene (HDPE), High-Tenacity PET Geogrids, or geotextiles manufactured for soil reinforcement applications. Geogrid shall be a horizontal layer of high strength high modulus grid capable of creating a composite soil/geogrid mass that acts as a monolithic gravity structure. Reference: ASTM D 638 – Standard Test Method for Tensile Properties of Plastic; ASTM D 4439 – Standard Terminology for Geosynthetics; ASTM D 4595 – Standard Test Method for Tensile Properties of Geotextiles by the Wide-Width Strip Method; ASTM D 5262 – Standard Test Method for Evaluating the Unconfined Tension Creep and Creep Rupture Behavior of Geosynthetics; ASTM D 5321 – Standard Test Method For Determining the Coefficient of Soil and Geosynthetic or Geosynthetic and Geosynthetic by Direct Shear Method; ASTM D 6706 – Standard Test Method for Measuring Geosynthetic Pullout Resistance in Soil.

GEOGRID material shall be paid for by the square yard of material in place and shall be from the NDOT approved products list.

15. REMOVE AND RESET MAILBOX:

Mail boxes which conflict with construction or are located on a street which is being paved shall be removed by the Contractor and set in a temporary location designated by the City's Project Manager. At the completion of construction, the Contractor shall reset all mail boxes as nearly as possible to their original locations and in conformance with Postal Regulations. The condition of the mail boxes shall be equal to their original condition or shall be replaced by the Contractor at the Contractor's expense. Mail boxes which are ornamental in nature or which, in the opinion of the City's Project Manager, cannot be temporarily relocated shall be delivered to the mailbox owner. Removal, relocation, and resetting of mail boxes or storage and resetting of mail boxes, completed in conformance with these Standard Specifications and accepted by the City's Project

Manager, shall be paid for per each mailbox that is removed and reset. Such cost shall be considered a part of the unit prices for which direct payment is made.

16. ADJUST MANHOLE TO GRADE:

The adjustment of existing manholes to grade shall include furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the Work of adjusting the manhole cast iron ring and cover to an elevation as determined by the City's Project Manager. When adjusting manholes in streets, the ring and cover shall be no lower than 3/8" below finish street elevation..

Manholes adjusted to grade in conformance with these Standard Specifications and accepted by the City's Project Manager, shall be counted and paid for at the contract unit price bid per each for ADJUST MANHOLE TO GRADE. Such payment shall be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the Work.

17. SEEDING:

The Contractor shall furnish all necessary labor, materials, equipment, tools and supplies necessary to complete the seeding, fertilizing, mulching, and other incidental work in accordance with the requirements of these specifications and the plans.

Seed mixture shall be "Landscaper II Turf Mix" and shall be applied between April 15 to May 30 or September 1 to November 1. The application rate for seed mixture shall be 4 to 6 pounds per 1000 square feet. A Contractor proposing to use a substitute variety or origin shall submit for the Engineer's consideration a seed tag representing the seed, which shows the variety, origin and analysis of the seed.

Fertilizer shall be a commercial inorganic fertilizer, designed for slow release and starting of grasses.

Fertilizer shall be approved by the Engineer prior to placement. Fertilizer shall be applied at a rate of 200 pounds per acre.

Seeding shall take place as soon as possible upon completion of the earthwork to protect against erosion. All disturbed areas not being surfaced with concrete shall be seeded. The seed bed shall be prepared no more than 48 hours ahead of seeding to prevent it from drying out. The seed bed shall be prepared with a disk, field cultivator, spike tooth harrow or suitable machine to remove clods and large clumps of dirt. The seed bed shall be worked to a minimum depth of 2 inches and a maximum depth of 4 inches. It shall be free of foreign materials. Fertilizer shall be applied to the seed bed no more than 48 hours prior to seeding. The seed mixture shall be as stated in the materials section of this specification. Seed shall be installed with a drill but may be applied with a broadcast or gravity seeder in locations approved by the Engineer.

SEEDING shall be paid for at the contract unit price bid per lump sum. No separate payment shall be made for fertilizing. Fertilizing shall be incidental to the seeding.

18. CRUSHED CONCRETE FOUNDATION COURSE:

The foundation course is a layer of compacted material conforming to the lines, grades, and dimensions shown in the contract. The foundation course shall be built on a finished subgrade. The contractor shall complete the following requirements under the foundation course bid items including but not limited to adjusting grade lines, placement of the foundation course, compaction of the foundation course, hauling of the foundation course, profiling of the foundation course and disposal of excess material.

The City of Norfolk will provide the crushed concrete foundation course to the contractor. It shall be the contractor's responsibility to haul the crushed concrete foundation course from the City storage facility located at 610 E Monroe Avenue to the job site.

Crushed concrete foundation course shall be 4" thick and shall be placed in locations as shown on the plans. The City's project manager may authorize additional crushed concrete foundation course be placed in area with unsuitable soils.

Construction methods, measurements and payments shall be consistent with NDOT Standard Specifications Section 307.

19. PAVEMENT AND SIDEWALK REMOVAL:

This Work shall include the removing of existing pavement, surface and base courses, concrete headers, combination curb and gutter, concrete curb, concrete gutter, concrete driveways, walks, steps, retaining walls, and miscellaneous masonry, as required; and shall also include salvaging and disposing of the resulting material, together with the necessary excavation and backfilling.

The City's Project Manager shall identify all areas of authorized pavement removal. The removal of existing pavement shall extend to an existing joint, or to the limits shown on the plans. When called for on the plans or by the City's Project Manager, all pavement to be removed shall be isolated from the pavement to remain by cutting a saw joint, as provided below, or by other methods specifically approved by the City's Project Manager. The pavement to be removed shall be broken into movable sizes and removed from the site. If the pavement to remain is damaged by the Contractor, the City's Project Manager will order further removal at the Contractor's expense. Pavement which is removed without authorization by the City's Project Manager shall be replaced at the Contractor's expense.

The Contractor shall coordinate with the City's Project Manager prior to removal of pedestrian ramps at all signalized intersections to ensure that lowering of the pedestrian ramp will not result in excessive exposure of signal pole foundations.

When called for in the proposal, pavement, sidewalk, driveway, curb, steps, retaining wall and miscellaneous masonry items removed in conformance with these Standard Specifications and accepted by the City's Project Manager shall be measured and paid for at the contract unit price bid per square yard for PAVEMENT AND SIDEWALK REMOVAL. The quantity shall be determined based on surface measurement and average depth of the removal. Such payment shall be full compensation for removal, loading, hauling, disposal of all materials, all equipment, tools, labor, and incidentals necessary to completely remove the said items from the job site.

20. RELOCATE LIGHT POLE:

Existing traffic signal and/or street light components or systems shall be removed, relocated or adjusted in conformance with the plans and these Standard Specifications. All bases and foundations shall be removed completely. Equipment designated for return shall be returned to the location shown on the plans. Retained equipment and material shall be protected to prevent damage. The cost of damaged equipment or materials shall be deducted from the final payment. The excavation remaining after the removal of an item from below grade shall be backfilled in conformance with City of Norfolk Standard Specifications.

Relocate Light Pole, complete, in place and accepted by Engineering, shall be measured for payment as single units, except cable as linear feet and shall be paid for at the contract unit price bid per each for the item. Relocate Poles and Cabinets includes removal of existing foundation or base, existing luminaire, excavation and backfill; new foundation or base and contractor supplied concrete, conduit stub-out, epoxy coated reinforcing steel, power installed foundations, pole setting foam, ground rods and anchor bolts. This price and payment shall be full compensation for all removal from original position and installation to proposed position, and for all labor, equipment, tools, materials, storage, and incidentals necessary to complete the Work in conformance with the plans and these Standard Specifications.

21. INSTALL LIGHT POLE BASE:

The Engineer will provide a Foundation Design to the selected Bidder. It is anticipated that the Foundation Design will be provided to the selected Bidder prior to NTP. Construct reinforced PCC foundations in accordance with Standard Plans, Standard Specifications, Design, and Contract Documents. Excavate, dig, and/or bore holes at the locations indicated in the Contract Documents or as directed by the Engineer. The excavation shall be dry and free of any loose materials before placing PCC. Forms shall be used for any portion of the foundation that will be exposed above ground. Level and secure all forms before commencing PCC placement. Install and secure all reinforcing steel, conduit, and anchor bolts before commencing PCC placement. This work shall be measured and paid by each light pole base installed per Standard Plans and Specifications.

22. INSTALL LIGHT POLE AND FIXTURE:

Poles, pole arms and/or pedestals are to be installed at the locations shown on the plans, unless permission to change the locations is given by the Project Manager. Poles shall be placed so that modifications and/or attachments are carefully oriented, as indicated on the plans.

The Street Light Pole festoon outlet shall be located on the side opposite the paving and the hand hole shall be 90° right of the luminaire arm.

A ground rod shall be set in undisturbed earth as shown on City of Norfolk Plate Number 36. Pole shafts must be erected so that they are plumb with their entire load in place. The mast arms shall be correctly oriented, as shown on the plans. Plumbing of pole shafts shall be accomplished by adjusting the leveling nuts on the foundation anchor bolts. Shims or similar devices for plumbing or racking will not be permitted except for leveling of the transformer base as per the manufacturer. The Contractor is responsible for additional nuts and washers for the Pedestal Pole if needed.

The City of Norfolk will supply all light poles required for the completion of this project. Contractor shall furnish and install lighting fixtures. Fixtures must use an LED luminaire and shall be Hubbell RATIO Series fixtures or an approved equal. Additional mounting work to mount new fixture to the provided pole may be required to install fixture and is included as payment for this item. The installation of electrical wire meeting City of Norfolk electrical code requirements to power the light fixture in a safe and efficient manner is included as work for this bid item. This installation will be measured and paid for by each pole installed. Two items are provided for bid that include single head and double head fixtures.

23. REPLACE EXISTING LIGHT FIXTURE:

Replacing of existing parking lot light fixtures shall be paid for at the contract unit price bid, REPLACE EXISTING LIGHT FIXTURE based on unit price for each assembly. This bid amount shall be full compensation for removal of the existing light fixture, removal of existing connecting and mounting hardware, and for all labor, equipment, tools, materials and incidentals necessary to mount new fixtures to existing light poles. Fixtures must use an LED luminaire and shall be Hubbell RATIO Series fixtures or an approved equal. Additional mounting work to mount new fixture to the existing pole may be required to install fixture and is included as payment for this item.

24. REMOVE TRAFFIC SIGN AND POST:

Removal of signs shall be paid for at the contract unit price bid, REMOVE TRAFFIC SIGN ONLY or REMOVE TRAFFIC SIGN AND POST based on unit price for each assembly. Multiple signs on a single post shall be considered one assembly. This bid amount shall be full compensation for removing existing signs, posts, connecting and mounting hardware, and for all

labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these Standard Specifications.

25. CONNECTIONS TO EXISTING STORM DRAINS:

The Contractor shall make all connections and taps of the new storm drains to existing storm drainage systems as shown on the plans. Tapping pipe should not extend more than 2" into existing pipe. Existing manhole or inlet bottoms shall, if necessary, be reconstructed in substantially the same manner as herein specified.

Connections to existing storm drainage systems, constructed in conformance with these Standard Specifications and accepted by the City's Project Manager, shall be measured and paid for at the contract unit price bid per each for TAP EXISTING STORM DRAIN MANHOLE AND REPLACE INVERT; TAP EXISTING STORM DRAIN INLET AND REPLACE INVERT; TAP EXISTING RCP; or TAP EXISTING RC BOX, for each item called for in the proposal. No classification shall be made as to sizes of pipes being tapped or sizes of connecting pipes. Such payment shall be full compensation for all tapping, shaping the connecting pipes, brick, mortar, concrete, materials, equipment, tools, labor, and incidentals necessary to complete the taps and seal the resulting voids in the walls of the storm drains in conformance with the details shown on the drawings.

No direct measurement or payment shall be made for connections or taps of various parts of the Work to other parts of the Work performed under the same contract. The cost of these taps and connections shall be considered subsidiary to the other items for which direct payment is made.

26. TRAFFIC CONTROL FOR CONSTRUCTION:

This Work shall consist of furnishing and maintaining in place all barricades, warning signs, lights, and other safety devices required to protect the Work, divert traffic, warn of open excavations, and other areas or conditions which might be hazardous or dangerous during daylight or darkness.

When work is in progress on or adjacent to streets and highways the Contractor shall erect warning signs as required by the State Department of Roads, and according to the Manual on Uniform Traffic Control Devices. The contractor shall submit a traffic control plan, if necessary, that reflects any phasing requirements outlined in these plans and specifications for the engineer's review and approval prior to construction.

The Contractor shall utilize complete and proper traffic controls and traffic control devices, as per ADA and MUTCD requirements, during all operations. Signs for temporary operations shall be removed from view during periods of inactivity. When not in use, all temporary traffic control devices shall be removed from the public right-of-way. Any temporary traffic control devices within the public right-of-way and not in use for more than 36 hours, may be removed by the

City and will be held until the costs of their removal are reimbursed by the Contractor. The Contractor is required to maintain the project in a manner that is safe to the traveling public.

Pedestrian and ADA access shall be maintained throughout the period the construction or maintenance activity disrupts or causes the closure of existing sidewalks, curb ramps or crosswalks. Safe, clearly marked routes shall be maintained through or around the construction activity at all times. The use of temporary walkways with width, slope, and cross-slope compliant to ADA Standards shall be incorporated on the job site. Surfaces must be firm (non-granular), stable, and slip resistant. Channeling and barricading shall be used to separate pedestrians from traffic when pedestrians and traffic share the street. Special attention shall be given to placing barricades to prevent visually impaired pedestrians from entering work zones and provide a detectable route.

TRAFFIC CONTROL FOR CONSTRUCTION shall be paid for at the contract unit price bid per lump sum. The Contractor shall be responsible for determining the Traffic Control needs for the project, including all devices and personnel, and to develop the bid amount accordingly. This payment includes the TCS, the TCD, the TCP, set-up, maintenance, removal, and any traffic control devices required. Payment shall be made as a percentage of the Traffic Control Lump Sum amount equal to the percent-complete-to-date of the balance of the total contract amount. In no case shall the total amount paid for Traffic Control exceed the Lump Sum shown in the bid schedule. Payment is full compensation for all Work prescribed in this section.

27. CLEAN UP:

The Contractor shall clean up his area of construction debris and shall leave the area of construction in a neat, uncluttered condition, graded to uniform lines and grades. Cleaning up and finish grading will not be measured for payment, but shall be considered subsidiary to other work for which payment is provided.

The Contractor shall, at his own expense, dispose of all waste and construction debris at a disposal area off the site which is approved by governmental authorities having jurisdiction.

No dirt or sediment is allowed to leave the site or enter into stormwater runoff. If any dirt is tracked off site due to construction, personnel or equipment, the contractor is responsible for cleaning up such dirt immediately. No construction activities shall occur in muddy areas that may result in tracking dirt and/or mud off of the construction site. If such situations cannot be avoided the contractor will be responsible for immediately cleaning all dirt from surrounding pavement and prevent it from entering any stormwater runoff. The contractor will be responsible for maintaining sediment control for all runoff from the construction area.

28. E-VERIFY PROGRAM:

Contractor is required and hereby agrees to use a federal immigration verification system to determine the work eligibility status of new employees physically performing services within the State of Nebraska. A federal immigration verification system means the electronic verification of the work authorization program authorized by the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, 8 U.S.C. 1324a, known as the E-Verify Program, or an equivalent federal program designated by the United States Department of Homeland Security or other federal agency authorized to verify the work eligibility status of a newly hired employee.

United States Citizenship Attestation Form: In addition, contractor's organized as individuals or sole proprietorships must complete the United States Citizenship Attestation Form, available either on the Department of Administrative Services website at www.das.state.ne.us or from the City of Norfolk. If he/she indicates on such attestation form that he/she is a qualified alien, he/she agrees to provide the US Citizenship and Immigration Services documentation required to verify his/her lawful presence in the United States using the Systematic Alien Verifications for Entitlements (SAVE) Program. He/She understands and agrees that lawful presence in the United States is required and he/she may be disqualified or the contract terminated if such lawful presence cannot be verified as required by Neb. Rev. Stat. §4-108.