

SEPTEMBER 17, 2020
SUPERSTRUCTURE REPLACEMENT OF BRIDGE NO. 01160
BENSON ROAD OVER I-84
FEDERAL AID PROJECT NO. 6080(007)
STATE PROJECT NO. 80-131
TOWN OF MIDDLEBURY
 &
SUPERSTRUCTURE REPLACEMENT OF BRIDGE NO. 01157
BUCKS HILL ROAD OVER I-84
FEDERAL AID PROJECT NO. 6130(012)
STATE PROJECT NO. 130-184
TOWN OF SOUTHBURY

ADDENDUM NO. 3

This Addendum addresses the following questions and answers contained on the “CT DOT QUESTIONS AND ANSWERS WEBSITE FOR ADVERTISED CONSTRUCTION PROJECTS”

Question and Answer Nos. 24, 27, 29, 30, 31, 32, 34, 39

SPECIAL PROVISIONS
REVISED SPECIAL PROVISIONS

The following Special Provisions are hereby deleted in their entirety and replaced with the attached like named Special Provision:

- CONTRACT TIME AND LIQUIDATED DAMAGES
- SECTION 1.03 – AWARD AND EXECUTION OF CONTRACT
- SECTION 1.08 – PROSECUTION AND PROGRESS
- ITEM #1401947A – REMOVE EXISTING PIPE (SANITARY SEWER)

DELETED SPECIAL PROVISIONS

- MILESTONE LIQUIDATED DAMAGES PROVISIONS

CONTRACT ITEMS
REVISED CONTRACT ITEMS

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>ORIGINAL QUANTITY</u>	<u>REVISED QUANTITY</u>
<u>0601640</u>	<u>1” CLOSED CELL ELASTOMER</u>	<u>13,365 C.I.</u>	<u>26,145 C.I.</u>
<u>1303202A</u>	<u>INSTALL FIRE HYDRANT</u>	<u>2 EA.</u>	<u>1 EA.</u>

PLANS

REVISED PLANS

The following Plan Sheets are hereby deleted and replaced with the like-numbered Plan Sheets:

01.02.01.A3

01.04.02.A3

01.04.03.A3

01.04.12.A3

01.04.13.A3

01.04.23.A3

02.03.03.A3

The Detailed Estimate Sheets does not reflect these changes.

The Bid Proposal Form has been revised to reflect these changes.

There will be no change in the number of calendar days due to this Addendum.

The foregoing is hereby made a part of the contract.

CONTRACT TIME AND LIQUIDATED DAMAGES

In order to minimize the hazard, cost and inconvenience to the traveling public and pollution of the environment, it is necessary to limit the time of construction work, which interferes with traffic as specified in Article 1.08.04 of the Special Provisions.

There will be three assessments for liquidated damages and they will be addressed in the following manner:

1. For this contract, an assessment per day for liquidated damages, at a rate of Three Thousand Seven Hundred Dollars (\$3,700.00) per day shall be applied to each calendar day the work runs in excess of the Seven Hundred Twelve (712) allowed calendar days for the contract.
2. For this contract, an assessment per hour for liquidated damages shall be applied to each hour, or any portion thereof, in which the Contractor interferes with normal traffic operations during the restricted hours given in Article 1.08.04 of the Special Provisions. The liquidated damages shall be as shown in the following tables entitled "Liquidated Damages Per Hour" for each hour, or any portion thereof, in which the Contractor interferes with normal traffic operations during the restricted hours.

For the purpose of administering this contract, normal traffic operations are considered interfered with when:

- A. Any portion of the travel lanes or shoulders is occupied by any personnel, equipment, materials, or supplies including signs.
 - B. The transition between the planes of pavement surfaces is at a rate of one inch in less than fifteen feet longitudinally.
3. For this contract an assessment for Milestone Liquidated Damages will be applied as follows:

For Bridge No. 01157 Bucks Hill Road over I-84:

If the Contractor fails to complete the listed activities of Article 1.03.09, as accepted by the Engineer, by the **Milestone Completion Date** specified in Article 1.08.03, the Contractor will be assessed a per day liquidated damage charge of Six Thousand Dollars (\$6,000) until the listed activities of Article 1.03.09 are complete and accepted by the Engineer. The assessment of Milestone Liquidated Damages is separate and independent from any Liquidated Damages that may be assessed the Contractor for failure to complete the project by the allotted calendar days for the contract as described above.

For Bridge No. 01160 Benson Road over I-84:

If the Contractor fails to complete the listed activities of Article 1.03.09, as accepted by the Engineer, by the **Milestone Completion Date** specified in Article 1.08.03, the Contractor will be assessed a per day liquidated damage charge of Seven Thousand Dollars (\$7,000.00) until the listed activities of Article 1.03.09 are complete and accepted by the Engineer. The assessment of Milestone Liquidated Damages is separate and independent from any Liquidated Damages that may be assessed the Contractor for failure to complete the project by the allotted calendar days for the contract as described above.

SECTION 1.03 - AWARD AND EXECUTION OF CONTRACT

Article 1.03.02 - Award and Execution of Contract:

After the second sentence of the only paragraph add the following:

The successful bidder is hereby notified of the Department's intent to award this contract within 51 days of the bid opening.

Article 1.03.08 - Notice to Proceed and Commencement of Work:

Change the first paragraph to read as follows:

The Contractor shall commence and proceed with the Contract work on the date specified in a written Notice to Proceed issued by the Engineer to the Contractor. The date specified will be no later than 45 calendar days after the date of the execution of the Contract by the Department, however, the contractor is hereby put on notice that it is the Department's intent to issue the Notice to Proceed no later than 30 calendar days after the date of the execution of the Contract by the Department.

Article 1.03.09 – Contractor Readiness Plan – Add the following:

For all projects that have a scheduled road closure or a critical phase in which Contract work must be completed during a specific timeframe that concludes on a Milestone Completion Date, the Contractor must develop and submit a Readiness Plan. Some elements of the work may require extra manpower, equipment and work shifts in order to complete the required activities detailed below on or before the specified Milestone Completion Dates found in Article 1.08.03.

The Contractor shall develop and submit a Readiness Plan a minimum of thirty (30) days prior to the scheduled start of any detour or roadway closure, for the Department's review and comment. A minimum of ten (10) days prior to the scheduled detour or roadway closure date, the Contractor shall provide a confirmation report to the Engineer detailing how the Contractor has addressed all the Department's comments and pending items. Five (5) days prior to the scheduled start of the detour or closure, the Contractor shall meet with the Department to review any outstanding Readiness items and coordinate final details for the implementation of the road closure or detour.

The information in the Readiness Plan shall contain at least the following:

- a. Scheduled delivery dates for materials that are required to be on site prior to closure of the road
- b. Bar Chart schedules in accordance with the requirements of 1.05.08 which details, at

minimum, the activities listed below that must be completed by each of the specified Milestone Completion Dates.

For Bridge No. 01157 Bucks Hill Road over I-84:

The activities are:

- The closure of Bucks Hill Road and implementation of the detour. **The closure timeframe begins.**
- Removal of concrete deck, parapet and girders
- Pier removal
- Reconstruction of Pier
- Girder erection
- Construction of concrete deck, parapet and approach pavement
- Pave Bucks Hill Road
- Installation of fence
- Installation of guiderail system
- Removal of all signs pertaining to the closure of Bucks Hill Road, as shown on the Detour Plan
- The reopening of Bucks Hill Road to one lane of traffic in each direction exclusive of temporary alternating one-way traffic operations during the hours permitted by this Contract which may be necessary to complete the project. **The closure timeframe ends.**

For Bridge No. 01160 Benson Road over I-84:

The activities are:

- The closure of Benson Road and implementation of the detour. **The closure timeframe begins.**
- Removal of concrete deck, parapet, sidewalk and girders
- Pier cap removal
- Reconstruction of Piers
- Girder erection
- Installation of proposed water main, sewer main, gas main and conduits below bridge deck
- Construction of concrete deck, parapet and approach slab
- Membrane bridge deck
- Pave Benson Road
- Installation of fence
- Installation of guiderail system
- removal of all signs pertaining to the closure of Benson Road, as shown on the Detour Plan
- The reopening of Benson Road to one lane of traffic in each direction exclusive of temporary alternating one-way traffic operations during the hours permitted by this Contract which may be necessary to complete the project. **The closure timeframe ends.**

c. Detail of Required Resources

- i. Staffing and shift times
 - ii. Equipment (include contingency plan for equipment failure)
- d. Maintenance and Protection of Traffic coordination

SECTION 1.08 - PROSECUTION AND PROGRESS

Article 1.08.03 – Prosecution of Work – Add the following:

A “MILESTONE” is herein defined as the completion of specific contract work (“activities”) on or before the scheduled “Milestone Completion Date”.

Bridge No. 01157 Bucks Hill Road over I-84:

A maximum of 245 consecutive days is permitted for the closure of Bucks Hill Road and Bridge 01157 beginning on or before March 29, 2021 and ending on or before the **Milestone Completion Date of November 28, 2021**. The Contractor is required to complete the activities listed in Article 1.03.09 within the permitted closure timeframe. A corresponding approximate 4.1 mile detour will service the traffic as detailed within the Contract.

Bridge No. 01160 Benson Road over I-84:

A maximum of 245 consecutive days is permitted for the closure of Bucks Hill Road and Bridge 01160 beginning on or before February 28, 2022 and ending on or before the **Milestone Completion Date of October 30, 2022**. The Contractor is required to complete the activities listed in Article 1.03.09 within the permitted closure timeframe. A corresponding approximate 2.7 mile detour will service the traffic as detailed within the Contract.

Article 1.08.04 - Limitation of Operations - Add the following:

In order to provide for traffic operations as outlined in the Special Provision "Maintenance and Protection of Traffic," the Contractor will not be permitted to perform any work, which will interfere with the described traffic operations on all project roadways as follows:

Route I-84

The Contractor shall not perform any work that will interfere with traffic operations during the below State observed Legal Holidays and Legal Holiday Periods.

A. On the following State observed Legal Holidays:

New Year’s Day	Labor Day
Good Friday	Thanksgiving Day
Memorial Day	Christmas Day
Independence Day	

B. During the following Legal Holiday Periods:

- i. When an above Legal Holiday is celebrated on a Sunday or Monday: From 6:00 a.m. the immediately preceding Friday to 6:00 a.m. the immediately following Tuesday.
- ii. When an above Legal Holiday is celebrated on a Tuesday, Wednesday, or Thursday: From 6:00 a.m. the day before to 6:00 a.m. the day after, except Thanksgiving (see below for Thanksgiving specific restrictions).
- iii. When an above Legal Holiday is celebrated on a Friday or Saturday: From 6:00 a.m. the immediately preceding Thursday to 6:00 a.m. the immediately following Monday.
- iv. Thanksgiving: From 6:00 a.m. the Wednesday before to 6:00 a.m. the Monday after.

During all other times:

- A. The Contractor shall maintain and protect traffic as shown on the accompanying "Limitation of Operations" charts, which dictate the maximum number of lanes allowed to closed and the allowable hours for implementing a rolling roadblock operation for each day of the week.
- B. The Contractor will be allowed to halt traffic for a period not to exceed 10 minutes to actively perform necessary work for the erection and setting of structural steel, and for the removal of the existing bridge superstructures, as approved by the Engineer, between 12:01 a.m. and 5:00 a.m. during all non-Legal Holiday Periods.
- C. The Contractor will be allowed to halt traffic on I-84 in the Eastbound and Westbound directions at Benson Road (01160) and Bucks Hill Road (01157) for a period not to exceed 20 minutes to perform necessary work for the installation of new overhead wires, and for the removal of old overhead wires during the utility relocation phase, as approved by the Engineer, between 12:01 a.m. and 5:00 a.m on Monday, Tuesday, Wednesday and Thursday during all non-Legal Holiday days periods

Benson Road

No hourly restrictions

Additional Restrictions:

- A. The Contractor will be allowed to close Benson Road and detour traffic for a duration that shall not exceed 35 consecutive weeks.
- B. The Contractor shall notify the Engineer and the Emergency first responders at least 14 days in advance of the start of the Benson Road closure.

Bucks Hill Road

No hourly restrictions

Additional Restrictions:

- A. The Contractor will be allowed to close Bucks Hill Road and detour traffic for a duration that shall not exceed 35 consecutive weeks.
- B. The Contractor shall notify the Engineer and the Emergency first responders at least 14 days in advance of the start of the Bucks Hill Road closure.

Additional Lane Closure Restrictions

It is anticipated that work on adjacent projects will be ongoing simultaneously with this project. The Contractor shall be aware of those projects and anticipate that coordination will be required to maintain proper traffic flow at all times on all project roadways, in a manner consistent with these specifications and acceptable to the Engineer.

The Contractor will not be allowed to perform any work that will interfere with traffic operations on a roadway when traffic operations are being restricted on that same roadway, unless there is at least a one mile clear area length where the entire roadway is open to traffic or the closures have been coordinated and are acceptable to the Engineer. The one mile clear area length shall be measured from the end of the first work area to the beginning of the signing pattern for the next work area.

Limitation of Operations Chart – Maximum Number of Lanes Allowed to be Closed and Hours Allowed for a Rolling Roadblock (RRB)

Route: I-84 WB (Middlebury & Southbury) Number of Through Lanes: 2								Route: I-84 EB (Middlebury & Southbury) Number of Through Lanes: 2							
Hour Beginning	Mon	Tue	We d	Thu	Fri	Sat	Sun	Hour Beginning	Mo n	Tue	We d	Thu	Fri	Sat	Sun
Mid	1*	1*	1*	1*	1*	1*	1*	Mid	1*	1*	1*	1*	1*	1*	1*
1 AM	1*	1*	1*	1*	1*	1*	1*	1 AM	1*	1*	1*	1*	1*	1*	1*
2 AM	1*	1*	1*	1*	1*	1*	1*	2 AM	1*	1*	1*	1*	1*	1*	1*
3 AM	1*	1*	1*	1*	1*	1*	1*	3 AM	1*	1*	1*	1*	1*	1*	1*
4 AM	1*	1*	1*	1*	1*	1*	1*	4 AM	1*	1*	1*	1*	1*	1*	1*
5 AM	1*	1*	1*	1*	1*	1*	1*	5 AM	1	1	1	1	1	1*	1*
6 AM	0	0	0	0	0	1*	1*	6 AM	0	0	0	0	0	1	1*
7 AM	0	0	0	0	0	1	1*	7 AM	0	0	0	0	0	S	1*
8 AM	0	0	0	0	0	S	S	8 AM	0	0	0	0	0	S	1*
9 AM	S	S	S	S	S	S	S	9 AM	0	0	0	0	0	S	1
10 AM	S	S	S	S	S	S	S	10 AM	S	S	S	S	S	S	S
11 AM	S	S	S	S	S	S	S	11 AM	S	S	S	S	S	S	S
Noon	S	S	S	S	S	S	S	Noon	S	S	S	S	S	S	S
1 PM	S	S	S	S	S	S	S	1 PM	S	S	S	S	S	S	S
2 PM	S	S	S	S	S	S	S	2 PM	S	S	S	S	S	S	S
3 PM	S	S	S	S	S	S	S	3 PM	S	S	S	S	S	S	S
4 PM	0	0	0	0	0	S	S	4 PM	0	0	0	0	0	S	S
5 PM	0	0	0	0	0	S	S	5 PM	0	0	0	0	0	S	S
6 PM	0	0	0	0	0	1	S	6 PM	0	0	0	0	0	S	S
7 PM	S	S	S	S	S	S	S	7 PM	S	S	S	S	S	S	S
8 PM	S	S	S	S	S	S	S	8 PM	1	1	1	S	S	S	S
9 PM	1	1	1	S	S	S	1	9 PM	1*	1*	1*	1	1	1	S
10 PM	1*	1*	1*	1	1	1	1	10 PM	1*	1*	1*	1*	1*	1*	1*
11 PM	1*	1*	1*	1*	1*	1*	1*	11 PM	1*	1*	1*	1*	1*	1*	1*

On Legal Holidays and within Legal Holiday Periods, all hours shall be ‘0.’

“0” = No closures allowed = all available travel lanes, including exit only lanes, climbing lanes, gore areas, and all available shoulder widths shall be open to traffic during this time period.

“S” = Shoulders are allowed to be closed = all available travel lanes, including exit only lanes, climbing lanes, and gore areas shall be open to traffic during this time period.

“1” = One lane closure is allowed. Adjacent shoulder(s), climbing lanes, and/or gore areas may also be closed.

“2” = Two lane closure is allowed. Adjacent shoulder(s) and/or gore areas may also be closed.

“*” = Signifies those hours where a rolling roadblock may be implemented.

Article 1.08.07 - Determination of Contract Time:

Delete the second, third and fourth paragraphs and replace them with the following:

When the contract time is on a calendar day basis, it shall be the number of consecutive calendar days stated in the contract, INCLUDING the time period from December 1 through March 31 of each year. The contract time will begin on the effective date of the Engineer's order to commence work, and it will be computed on a consecutive day basis, including all Saturdays, Sundays, Holidays, and non-work days.

1.08.08 - Extension of Time:

Delete the sixth paragraph, "If an approved extension of Contract time.... the following April 1".

Article 1.08.09 - Failure to Complete Work on Time:

Delete the second paragraph, "If the last day...the project is substantially completed" and replace it with "Liquidated damages as specified in the Contract shall be assessed against the Contractor per calendar day from that day until the date on which the project is substantially completed."

Add the following:

The **Milestone Completion Dates** have been established for the Contract under Article 1.08.03, and said Dates will not be adjusted thereafter for any reasons, cause or circumstance, regardless of fault on the part of any party, unless delays result from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. The Milestone Liquidated Damages determined for this project have been calculated as the daily cost to road users for delays beyond the Milestone Completion Dates. Delays due to weather or seasonal conditions shall not be included in such unforeseeable causes (unless extraordinary and catastrophic such as a hurricane or declared state of emergency). Unforeseeable causes include, but are not limited to, natural catastrophes, acts of State in either its sovereign or contractual capacity, acts of another contractor in the performance of a contract with the State, or delays resulting from utility work by Utility Companies.

Separate from the above unforeseeable causes, the Contractor must anticipate that Project delays may occur and may arise from any one of various kinds of events and circumstances during the Contract period, including, but not limited to, the deletion of Contract work, the issuing of construction orders, the discovery of differing site conditions, the adding of extra work to the Contract, actions of suppliers, fabricators, subcontractors or other entities hired by the Contractor, or other events, forces or factors that affect highway construction work. Such events, forces or factors, and the Project delays, disruptions, inefficiencies or any other detrimental effects caused by them, are to be deemed to have been anticipated and contemplated by the parties in entering into this Contract, and **shall not extend or constitute cause for extending any Milestone Completion Dates.**

Further, any and all costs or detrimental effects incurred by the Contractor in accelerating his work in an attempt to meet the Milestone Completion Dates, regardless of the effects of any delay, disruption, inefficiency or other detrimental effect of the kinds of events, forces or factors referred to above, shall be solely the Contractor's responsibility, and may not be used as the basis for any claim by the Contractor for additional compensation. **The work shall be conducted in a manner and with sufficient materials, equipment and labor as are necessary to ensure completion of the listed activities of Article 1.03.09 on or before the Milestone Completion Dates.**

If a catastrophic event (as defined above), acts of State in either its sovereign or contractual capacity or acts of another contractor in performance of a contract with the State directly and substantially delays or disrupts a portion of the Contract work as described in the bulleted tasks of Article 1.03.09, and if said effects and their claimed extent are supported by the Contractor's Critical Path Schedule, the Contractor and the Department shall agree on the number of calendar days by which to extend the pertinent Milestone Completion Date, and the adjusted Date will be used in calculating any related Milestone Liquidated Damages. If the Contractor and the Department cannot agree on the appropriate adjustment of the pertinent Date, the Department will adjust the Date in accordance with the period of delay that the Department reasonably deems to have been caused solely by the catastrophic event, acts of State in either its sovereign or contractual capacity or acts of another contractor in performance of a contract with the State. The Contractor shall have no right whatsoever to contest such determination, except in the event that the Contractor establishes that the number of calendar days of delay recognized by the Department in this context was arbitrary and without any reasonable basis. A Waiver of Claim (WOC) executed between the Contractor and the Department will be issued to establish the revised Milestone Completion Date. The WOC will be incorporated into the Contract by Construction Order.

ITEM #1401947A-REMOVE EXISTING PIPE (SANITARY SEWER)

Description:

The existing Benson Road bridge over I-84 in Middlebury supports an active 6” sanitary forcemain, and an inactive, spare 6” sanitary forcemain. Both are insulated ductile iron pipe, owned and operated by the Town of Middlebury WPCA (WPCA). Work performed under this item consists of removal of both sanitary forcemains and support elements from the existing Benson Road bridge superstructure to permit removal and reconstruction. In advance of the work of this item, the contractor will install precast concrete valve vaults with branch sanitary connections on the active sanitary forcemain, at both ends of the bridge, to permit temporary relocation of the sanitary forcemain from the branch valves, around the bridge, per related Item #1403615A-Relocate Sanitary Sewer. Once the temporary relocated sanitary forcemain is accepted and in service, the work of this item may proceed as authorized by the WPCA.

Work includes lockout/tagout (LOTO) of the main line valves in the valve vault that if open, would permit flow through this portion of sanitary sewer. Included is coordination with the WPCA for each phase of the work. The contractor shall submit a plan for approval by the Engineer and the WPCA, outlining steps for the safe draining of the active and spare sanitary forcemains, and to prevent damage to the portions of the active sanitary sewer that will remain projecting through the bridge end walls, initial breach of the sanitary forcemains, joint disassembly, removal of sanitary forcemain pipe sections and support elements, stripping of insulation and disposal of metals and non-metal components of the former sanitary forcemains. The plan shall include provisions for capture of residual sewage spillage as joint disassembly progresses.

The existing sanitary forcemain insulation is believed to be an ordinary closed cell thermoplastic foam product, to be handled via standard disposal procedures. The contractor is cautioned that if any non-thermoplastic foam insulation is found, to notify the Engineer immediately.

Included in this work shall be all labor, tools, materials, accessories, appurtenances, equipment, lifting and hoisting apparatus, hauling, transport, disposal, incidentals, coordination, shop drawing submissions, documentation, temporary supports, venting and draining provisions, and any incidental work not specifically mentioned but necessary to result in a complete and acceptable, demolition and disposal, all included in the linear foot unit price cost. |

Materials:

Provide tools, equipment, temporary supports, debris shields, working platforms, falsework, incidentals, consumables, containers, covers, wraps and all such items to support the safe draining, disassembly, demolition, temporary storage as approved, and disposal of the sanitary forcemains and related support elements.

Construction Methods:

The contractor shall prepare and submit written procedures and working drawings in accordance with Section 1.05.02 of Form 818. The submittal shall include the following:

- Proposed equipment and removal method
- Operating and storage locations(s) of equipment and materials
- Containment and disposal of debris, including insulation and outer jacket, and lead paint where required
- Installation and removal of any required debris shields, working platforms, and falsework

Pressure release and draining of the sanitary sewers shall be done in a manner acceptable to the Engineer and the WPCA, and that prevents release of residual pressure and/or high volumes of sewage that would otherwise endanger personnel or property, or cause erosion and sedimentation. Means and methods shall be approved by the Engineer and the WPCA.

Flame cutting of pipe or pipe support elements shall not be done without Engineer and WPCA approval. Abrasive saw cutting, grinding, and any other methods for severing pipe support elements from bridge connection plates, shall be approved by the Engineer.

The contractor shall employ a temporary staged or cabling and support system to prevent sanitary forcemain sections from falling during disassembly due to the failure of lifting or hoisting equipment, or jointing or support materials that can become overloaded by cantilevered weight from partially disassembled sections. Measures shall be taken for the temporary safe support of remaining lengths of pipe. The contractor is cautioned that the existing bridge deflection may decrease and the bridge move up as the weight of lengths of sanitary forcemain is removed, increasing load on remaining pipe supports that may pull up on restrained pipe joints, requiring temporary adjustment and/or supplemental supports to safely mitigate sudden or unintended failure.

Demolition of sanitary forcemain shall not proceed when personnel, equipment, or traffic is passing beneath or within a safe length beyond the closest remaining pipe support to the work area, as submitted and approved by the Engineer.

Insulation, jacket, and non-metallic components shall be stripped off the pipe and segregated for disposal. Once sanitary forcemain piping sections have been stripped of insulation and jacket and cleaned as necessary for the receiving location, they shall be loaded and removed from the site for disposal. If sanitary forcemain piping sections are temporarily stockpiled prior to stripping of insulation, they shall be covered to prevent blowing off of loose insulation or jacket damaged in the removal. Insulation and jacket stripped from pipe sections shall be immediately placed in covered containers, to prevent wind from discharging them. The work area shall be maintained free of demolition debris.

Pipe, aluminum insulation jacket, steel support elements and any other metals shall be recycled to the maximum extent possible.

Any damage to remaining elements of the bridge, or to public or private property resulting from the contractor's work in removal and disposal of the sanitary forcemain, shall be repaired by the contractor to the satisfaction of the owner at no additional cost.

Method of Measurement:

Existing insulated ductile iron sanitary forcemain piping removed from the Benson Road bridge and disposed of, will be measured on a linear foot basis. Pipe supports, hardware, insulation, insulation jacket, and related items are included with the pipe being demolished and will not be measured separately.

Basis of Payment;

This work will be paid for at the Contract unit price bid per linear foot for **ITEM #1401947A-REMOVE EXISTING PIPE (SANITARY SEWER)**, complete, which price shall include the costs for all labor, debris shields, working platforms, falsework, tools, materials, accessories, equipment, lifting and hoisting apparatus, temporary storage and covers, separation and of materials, hauling, transport, disposal, incidentals, coordination with the WPCA and parties having jurisdiction, LOTO, shop drawing submissions, documentation, temporary supports, venting and draining provisions, capture and disposal of drained sewage, and any incidental work not specifically mentioned but necessary to result in a complete and acceptable demolition and disposal, all included in the unit cost.

Pay Item	Pay Unit
Item #1401947A-Remove Existing Pipe (Sanitary Sewer)	LF