

TOWN OF WILTON
MAINE

Notice to Bidders, Information for Bidders,
Special Provisions and Specification

FOR

2024 Paving Bids

Maria Greeley, Town Manager

John Masse, Public Works Foreman

Attention Bidders

The Town cannot and will not enter into any binding agreements or contracts with a contractor regarding bid packages until after we have held our annual town meeting. Final award of bid is completely contingent on passage of funding at the town meeting, which is set for June 17, 2024. Should the town budget not be fully funded, the Town retains the right to eliminate some or all proposed work at no change in unit prices.

We feel it is beneficial to both the Town and bidders that we bid our proposed 2024 paving at this early date to insure proper scheduling and funding.

Reclaiming Specifications:

Reclaiming (grinding method) shall be full width of existing pavement and of a sufficient depth to ensure grinding of all existing asphalt, minimum depth accepted will be twelve inches below existing pavement. All pavement reclaimed will be reduced to a size no greater than two-inch minus. Reclaiming work will include rough grading and compaction. Proper compaction (95%) will require the use of a water truck and a vibratory roller; the minimum roller size allowed will be six ton. Any required clean-up of the work area due to the reclaiming process will be the contractor's responsibility.

HMA Paving Specifications:

(HMA Paving will not take place when surfaces are wet, all paving operations shall cease during any rain event. The base mix may be placed when the gravel base is damp but not when standing water is present.)

All paving practices will conform to the latest MDOT paving specifications. Paving will include layout of a new centerline and establishing appropriate grades to be approved by the Town. Fine grading shall create a cross slope of 3/8 inch per foot. The Town will supply material necessary to achieve proper grades and cross slope. Equipment needed for fine grading and proper compaction will be the contractor's responsibility. Proper compaction will require the use of a water truck and vibratory roller (min. six ton). Fine grading shall immediately precede the paving operation. Fine grading will be included as part of the unit prices.

As part of this bid it is understood that all mixes used will meet current MDOT accepted specifications. Please submit a copy of each mix design with your bid to the Town for review and acceptance. Mixes may be determined after consultation with the contractor.

In some cases, the Town may need time between the reclaiming and paving processes to perform additional roadwork in that area. Any re-mobilization of grading and compaction equipment is incidental to the reclaiming and paving price. A pre-bid meeting may be required to coordinate scheduling and work efforts between the Town and contractor.

(HMA) Paving operation will include sufficient number of dump trucks to allow continuous operation of the paver. All hauling equipment used will meet the requirements of the most recent edition of MDOT Standard Specifications, section 401.08. All pavers used will meet the requirements of the most recent edition of the MDOT Standard Specifications, section 401.09. The paving operation will be followed by the rolling train: 1)10-ton knockdown roller, 2)18-ton pneumatic tire roller, and 3)8-10-ton finish roller min. weight. The pneumatic tire roller will be used for all paving practices, including shim and overlay work. All rollers used will meet the requirements of the most recent edition of the MDOT Standard Specifications, section 401.10. A plate compactor will be used to compact areas out of the reach of the rollers. All mixing, spreading, finishing, compacting, and joint construction shall meet MDOT Standard Specifications.

Delivery Slips:

Pre-numbered delivery slips for each load containing the date, weight, and running total shall be given to the Public Works Director or a designated representative either daily or upon arrival at the job site. The onsite job supervisor will clearly mark each slip with the street location.

Quantities:

The quantities and dimensions listed are approximate and actual dimensions and tonnages may vary. The information provided is intended to provide an estimate of the scope of anticipated work. The bidder is advised that the extent of the work may be changed on any given street. Additional work may be added or deleted during the paving season; additional work is to be performed by the contractor at the unit prices quoted on the bidder's proposal.

Inspection of Work:

All materials and every detail of the project will be subject to inspection by the town manager and/or public works director. They will be allowed access to all aspects of the work and will be furnished with all information and assistance from the contractor needed to make a complete and detailed inspection.

The Town shall have the right to test, at the Town's expense, by the following methods:

- Core samples for density taken in accordance to AASHTO procedures to achieve minimum 92.5% density
- Check samples in accordance with AASHTO procedures for Asphalt Content, Gradation, and Theoretical Maximum Density

All test results must be within the allowable tolerances given in Section 400 of the MDOT Specifications. Method "D" shall be used.

At the request of the Town, the Contractor will remove portions of the finished work proven through testing to be unacceptable and restore the removed areas of the work to the standards of the specifications at the Contractor's expense.

It is further agreed that the Town will be permitted to purchase mixes at the contractor's plant facility.

Incidental Work:

(To be paid as part of the unit prices given in the Bidder's Proposal)

A) Traffic Control:

The contractor will supply all devices and personnel needed to properly regulate traffic during the performance of work. Properly trained flag persons, work area signs, cones, and barricades are among devices to be used. Safety within the work zone is the sole responsibility of the contractor. The contractor will follow standards set forth for proper work zone safety as defined by the MUTCD.

B) Sweeping:

The contractor will be responsible for all street preparation including sweeping. All streets to be overlaid are to be swept clean of any debris to ensure proper bonding.

C) Butt Joints:

Where new pavement abuts existing pavement a minimum of a two to three feet wide tapered butt joint is to be ground out to a minimum depth of one inch. Tack will be applied before paving. Examples: intersection of roadways, driveways, etc. Driveways may need a berm installed to prevent water from entering them. The Town will specify whether a driveway needs a joint ground out or a berm installed.

D) Grading:

Grading of the road and material placed upon it shall be constant so that traffic may safely travel over it. The finish grade cross slope of one quarter inch per foot of lane width shall create a two- and one-half-inch crown of the road surface.

E) Handwork: **(must be approved by the Town prior to paving)**

Handwork performed on a listed road will be done at the unit price quoted on the Bidder's Proposal

F) Tack:

All existing pavement to be overlaid shall be tack coated prior to placement at a minimum rate of .02 gal/sy.

G) Erosion Control:

Necessary erosion control measures will be the responsibility of the contractor. Examples: silt fencing, hay bales, ETC.

H) Escalators/De-escalators will be accepted for liquid asphalt only and will conform to DOT Special Provisions Sec 108.

Each contractor shall rely upon their own investigation to become completely familiar with the required work before submitting a bid. The town manager and/or the public works director will be available to assist any contractor with an inspection of proposed work areas. Consideration will not be given for any alleged misunderstanding of the materials to be furnished, the work to be done, or for any defects in the final product that are the result of the contractor's neglect to familiarize themselves with the intended work or due to the absence of a pre-inspection of the site.

The successful Bidder shall furnish the Town with a Certificate of Insurance and to list the Town as an additional insured before any work may start. The Contractor shall keep liability insurance in full effect until their work is completed and accepted by the Town. The Contractor's Public General Liability Insurance shall be in the amount of not less than \$1,000,000 and property damage, personal injury, and automotive liability shall be in the amount of not less than \$500,000 for injuries, including accidental death, to any one person. The Contractor shall either: (1) require each of his subcontractors to procure and to maintain during the life of the subcontract, Subcontractor's Public Liability and Property Damage of the type and in the same amounts as specified in the preceding paragraph, or (2) insure the activities of the subcontractor in his own policy.

A Performance Bond, or proof of insurance coverage for product liability in an amount equal to the total cost of the project, will be required by the Town of Wilton prior to the start of the project.

Any contractor with questions regarding any aspect of this bid spec, or an interest to review the proposed work site(s) is encouraged to contact John Masse (Public Works Foreman) at 645-4883.

Contracted work shall be warrantied to the Town for at least one year from date of installation or substantial completion, whichever comes last, to include replacement and/or repairs at no cost to the Town.

To the fullest extent permitted by law, the Contractor shall indemnify and hold harmless the Town and its agents, and its employees from and against all claims, damages, losses, and expense, including but not limited to, attorney's fees arising out of or resulting from the performance of work regardless of standard of care. This indemnification extends to all costs and all attorneys' fees incurred either by the municipality or its employees.

Bids:

Bids will be submitted in sealed envelopes clearly marked "2024 Paving Projects" to the Wilton Town Office no later than 2:00 p.m. May 15, 2024 to be opened. Bids need to include a cost to perform all the specifications outlined in this bid package. Bids may be submitted in person or mailed to;

Town of Wilton
158 Weld Road
Wilton, Maine 04294

Bids will be reviewed by the Town Manage, Select Board and the Public Works supervisor at the Select Board's meeting on May 21, 2024 6:00 p.m.

The Town of Wilton reserves the right to reject any or all proposals.

The Town of Wilton will require 3 references.

The Town of Wilton will make payment in full upon completion, inspection, and acceptance of contractor's work. The Town of Wilton will deduct any penalties assessed to the contractor from the final payment.

Town of Wilton's anticipated paving work for 2024

Streets to be shimmed and overlay

Tack and drag shim needed prior to chipseal

Apply tack and place approximately ¾ of an inch average of SHIM mix as an overlay to existing surfaces. Butt joints required at intersections and where paved areas are present on the edge of the roadway.

All road lengths and widths are approximant.

RECLAIM

Temple Road From Lyle Hall Rd. to the Town line	5,175' x 20'	11,500sy
Temple Road at the top of the Hill near the power lines	300' x 20'	667sy

HMA

Temple Road	5,175' x 20'	11,500sy	2" base coat 12.5mm
Temple Road	400' x 20'	890sy	2" base 1" overlay
Magrath Road	1,400' x 20'	3,111sy	1" overlay 9.5mm
Woodland Ave	800" x 20'	1,778sy	2" basecoat 12.5mm
Woodland Ave	2,050' x 20'	4,556sy	shim 1" overlay
Voter Hill Road	3,100' x 20'	6,889sy	shim 1" overlay
Seminole Dr.	900' x 20'	2,000sy	2" base 1" overlay
McCrillis Corner Rd. Rt.2 to Rt. 133	5,560' x 20'	12,222sy	spot shim 1" overlay
McCrillis Corner Rd. Rt.133 to Rt.156	8,200' X 20'	18,222sy	shim/chip seal
Pond Road	10,250' x 20'	22,778sy	shim/chip seal

Chip seal

Magrath Road	6,700' x 20'	14,889sy
Bubier Road	2,150' x 18'	4,300sy
Parsons Road	1250' x 14'	1,945sy
Webster Road	1,000' x 20'	2,222sy
Adams Farm Road	400' x 14'	622sy
Pond Road	10,250' x 20'	22,778sy
McCrillis Corner Rd. Rt.133 to Rt.156	8,200' X 20'	18,222sy

Total 64,978sy

Bidder's Proposal

(unit prices)

- 1. Reclaiming: = \$ _____ per square yard
- 2. Machine placed Paving:

Pricing will be for DOT approved mixes only

**** (Maine DOT Special Provision Section 108 Asphalt Escalator Applies)**

19.5 mm Per Ton = \$ _____

12.5 mm Per Ton = \$ _____

9.5mm Per Ton = \$ _____

MST mix Per Ton = \$ _____

Shim mix Per Ton = \$ _____

Chip seal Per square yard = \$ _____

Hand placed paving (as discussed with PW Foreman) = \$ _____
(Driveways, intersections, sidewalk paving)

Other (please specify) Per Ton = \$ _____

Description:

List savings per square if the town provide their grader and roller to regrade and compact behind the reclaimer = \$ _____

Roads to be chip seal must be shimmed before June 26, 2024
Road paving should be completed before October 1, 2024

Reminder: Tack and fine grading are to be included in unit pricing for mixes.

BIDDER'S PROPOSALS

BID FORMS:

We herewith submit our bid in accordance with the requirements and specifications herein acknowledge as follows:

1. We agree to supply the products and services required, at the price quoted herein.
2. We carry General Liability, property damage, personal injury, and automotive liability Insurance, as outlined in the bid specs, which is in force and shall remain in force during this contract.
3. Our company is bondable and a Performance Bond or proof of insurance coverage for product liability, as requested by the town, in an amount equal to the total cost of the project will be provided if awarded this Bid.
4. We agree to comply with the General Specification requirements relating to price and reporting requirements for products and services provided under this bid.
5. All prices quoted shall be firm for the term of this contract

Date:

Contractors Name:

Contractors Rep. _____

Authorized Signature: _____

Address: _____

Phone #: _____

Contract Bid Specifications Latex Modified Chip Seal

Description

The Contractor shall furnish and place latex modified emulsion and aggregate cover on an approved base in accordance with the Contract Documents and in reasonably close conformity with the lines, grades, thicknesses and typical cross sections shown on the plans or otherwise established. The Cold/Hot Mix Asphalt overlay or shim shall have 30 days minimum to cure. This specification specifies the requirements for materials, manufacture, and application of latex modified emulsion with aggregate cover, and shall consist of an application of hot latex modified emulsified asphalt and followed immediately with an aggregate cover material meeting the requirements of this specification.

Materials

Materials shall meet the requirements specified in the latest edition of the State of Maine Standard Specification, Section 700 — Materials; and the following additional requirements:

Asphalt Cement

Latest edition of the State of Maine Standard Specification, Section 702 — subsection 702.03, and 703.204

Liquid asphalt grades for the latex modified emulsion shall meet the requirements for CRS-2, RS-2, each modified with 2% latex. All asphalt grades shall conform to AASHTO M208 or M140 as applicable. The asphalt grade selected shall be based on laboratory testing by the asphalt liquid supplier.

Latex Additive

The latex additive shall be in conformance with the requirements of Table I of this specification. The latex modifier shall be added and co-milled at the emulsion facility, and complete, balanced blending shall be required. Samples of the emulsion and latex blend shall be supplied to the Town or Municipality for testing if requested.

Table 1

<u>Property</u>	<u>Anionic</u>	<u>Cationic</u>
Monomer Ratio (Butadiene/Styrene)	(76+/-2/24+/-2)	(76+/- 2/24+/-2)
Solids (min %)	67	63
Solids (min lbs/gal)	5.2	4.8
Coagulum max. (80 mesh screen)	0.1 %	0.1 %

pH of Latex	9.5 - 10.5	4.0 — 5.5
Brookfield Visc, (Model RTV, #3 spindle at 20 rpm)	250-2000	250-2000
0.075 mm, (#200)	0-2%	0-2%

Aggregate

State of Maine Standard Specification 2002, Section 703 — subsection 703.07 Aggregates for HMA Pavements

Aggregates shall conform to State of Maine Standard Specification 2002, section 703.07, and Table 2 of this specification.

Aggregates shall conform to ASTM D5821 for 0.3 to < 3.0 ESAL traffic levels. Aggregates shall be from quarried, washed stone sources. Crushed gravel sources may be permitted at the option of the Town or Municipality. Double chip seals shall require h" aggregate (for the first application) meeting MDOT specifications and shall be <2% on the #200 sieve.

Table 2

<u>Sieve Size</u>	<u>% Passing — Nominal Size</u>
	<u>9.5 mm, (3/8")</u>
15.8 mm, (5/8")	100%
12.5 mm, (1/2")	100%
9.5 mm, (3/8")	85 - 100%
4.75 mm, (#4)	
2.36 mm, (#8)	0-5%
0.075 mm, (#200)	o - 2.0%

The maximum material passing the 0.075mm (#200) sieve shall not exceed 2% using a washed gradation for each maximum aggregate size designated. .

Material Testing

A minimum of 30 days prior to start of construction the Contractor shall send a representative sample of the proposed aggregate to the latex modified asphalt supplier for compatibility testing. Materials shall be tested for the cement type, grading, asphalt application rates, aggregate stripping, and asphalt adhesion to the stone. All test results shall be forwarded to the Town or Municipality prior to work commencing.

EQUIPMENT

Distributor Truck

Large projects may require two pressure-type bituminous distributor trucks. The distributor shall be equipped with an internal heating device capable of heating the latex modified material evenly up to a maximum of 185 °F. The distributor shall have adequate pressure devices and suitable manifolds to provide constant positive cut-off to prevent dripping from the nozzles. The distributor shall be equipped with an electronically controlled computerized compensation unit for controlling application rates at various width and speed changes. The application unit shall have electronic controls and a digital read out installed and operated from the inside of the cab of the distributor. The distribution bar on the distributor shall be a fully circulating type. Any distributor that produces a streaked or irregular distribution of the material shall be promptly repaired or removed from the project.

Distributor equipment shall include a tachometer, pressure gauges, volume measuring devices, and a thermometer for reading temperature of tank contents. It shall be so constructed that uniform applications may be made at the specified rate recommended by the asphalt supplier, per square yard with a tolerance of plus or minus 0.03 gal. / sq. yd.

Hauling Equipment

Trucks for hauling cover material shall be rear discharge, conventional dumping haul units, or conveyor-fed or "live bottom" trucks, and shall be equipped with a device to lock onto the hitch at the rear of the chip spreader to prevent aggregate spillage.

Sufficient number, and size, of haul units will be required to enable continuous operation of the distributor and chip spreader.

Aggregate Spreader

The aggregate spreader shall be hydrostatically driven and self propelled. It must be equipped with an adjustable head that is capable of spreading stone in widths from 4.5 to 14 feet. The spreader shall be mounted on pneumatic tires, and shall apply the stone on the road surface in a manner that ensures that the tires do not contact the road surface until after the stone has been applied. The unit shall be equipped with an electronic radar type sensor used to measure ground speed and will automatically adjust the stone application rate depending on width of application and the speed of chip spreader.

It shall have the ability to apply stone on any grade from 0 - 6%. The spreader shall be equipped with an integral hopper with a minimum capacity of 5 tons of stone which shall be filled by trucks in a manner which ensures that the truck tires never come in contact with asphalt treated road surfaces until the stone has been properly applied. To maintain constant stone application, a self-locking truck hitch will permit towing of aggregate trucks without stopping the chip spreader. It will be capable of maintaining positive engagement over irregular terrain.

Pneumatic-Tired Roller

One (1) self-propelled, multiple wheel, pneumatic-tired rollers shall be used and shall weigh between 6 and 12 tons, each roller shall have a total compacting width of at least 56 inches, have a minimum tire pressure of 60 psi.

Steel-Wheel Roller

One (1) self-propelled, 2-axle (tandem) steel-wheel roller shall be used and shall weigh between 8 and 12 ton and be equipped with scrapers. Combination pneumatic and steel drum-type rollers are acceptable, as one unit only.

CONSTRUCTION PROCEDURES

Preparation

Potholes, other areas of pavement failure, and major depressions in the existing pavement surface shall be repaired by the Contractor with asphalt concrete. A leveling course shall be placed on planed, milled or existing surface by the owner, if required. Immediately prior to application of the emulsion, the surface shall be thoroughly cleaned by swept by the Contractor. The Contractor shall be responsible for covering all utility irons just prior to application of emulsion and uncovering utilities after aggregate is spread.

Seasonal and Weather Limitations

The latex modified emulsion and aggregate cover shall not be applied between September 1st, and June 1st, or when weather conditions are unfavorable to obtaining a uniform chip spread and retention. Construction shall proceed only when the atmospheric temperature is at least 50⁰F, and rising. No moisture shall be present on the roadway surface.

Application

The latex emulsion shall be applied at a temperature of & not to exceed 140⁰F to 185⁰F, at a rate of .40 to .45 gallons per square yard. The exact rate will be determined by the aggregate properties, latex modified emulsion supplier, traffic volume, and pavement condition.

Longitude joints shall be reasonably true to line and parallel to centerline. Where any construction joint occurs, the edges shall be broomed back and blended so there are no gaps and the elevations are the same, and free from ridges and depressions. Longitudinal joints shall be overlapped from 4 to 6 inches.

During application, adequate provision shall be made to prevent marring and discoloration of adjacent pavements, structures, vehicles, foliage or personal property.

Aggregate Application

The application of aggregate shall follow as close as possible behind the application of the emulsion which shall not be spread further in advance of the aggregate spread that can be immediately covered. Construction equipment or other vehicles shall not drive on the uncovered emulsion.

The aggregate shall be spread uniformly by a self-propelled spreader at a rate of spread determined by the latex modified emulsion supplier and contractor, generally between 20 to 35 pounds per square yard. Any deficient areas shall be covered with additional material.

Rolling

A minimum of two (2) rollers shall be used for aggregate seating into the emulsion. One roller must be pneumatic-tired and one must be steel-wheel. Rolling shall commence immediately following the spread of aggregate. There shall be at least three coverages by the pneumatic-tired roller to embed the aggregate particles firmly into the emulsion. Coverage shall be as many passes as are necessary to cover the entire width being spread with one pass being one movement of a roller in either direction. Additional coverage of the steel-wheel roller will follow.

Sweeping

When the maximum amount of aggregate has been embedded into the emulsion and the emulsion has set, all loose material shall be swept or otherwise removed. This will be done at a time and in a manner which will not displace any embedded aggregate or damage the emulsion layer. Additional sweeping of the treated surface may be required by the Town or Municipality after a 48hr curing period. Pre and post sweeping of the treated areas will be the responsibility of the Contractor.

Traffic Control

Traffic control shall be provided by the CONTRACTOR (including flaggers), and shall be in accordance with the latest version of the MUTCD. Payment for all labor, materials and equipment required for proper traffic control shall be considered incidental to the chip seal item.

