



From: Doug Fowler
Director Department of Public Works

June 6, 2018

Subject: Request for Bid
2018 Paving and Chip Seal Bid
Wiscasset, Maine

The Town of Wiscasset is seeking qualified bidders for Full Depth Reclamation, Plant Mixed Recycled Asphalt Paving, and Latex Modified Chip Seals. Please include with your bid complete warranty information and proposed start date. The following specifications detail the design and extent of the proposed work. To be considered, potential bidders must complete the enclosed bid form and return it to the following address **before 2:00 pm on Tuesday, June 19th, 2018.**

“2018 Reclaiming, Paving and Chip Seal Bid”

Attention: Town Manager

Town of Wiscasset

51 Bath Road

Wiscasset, ME 04578

Bids received will be opened at the Board of Selectmen Meeting scheduled to commence the evening of the 19th at 6:00 pm. Submitted bids and references will then be checked on Wednesday the 20th by Doug Fowler. The Board of Selectmen will then award the bid to the most responsible, reliable, low bidder. **The Board reserves the right to reject any or all bids at their discretion.**

All questions regarding this bid shall be directed to Doug Fowler, Director of Public Works, Wiscasset, Maine. Doug may be reached weekdays at the Town Garage at 207/882-8220.

Town of Wiscasset, Maine

Contract Bid Specifications for Reclaiming/PMRAP/HMA/Latex Modified Chip Seal

GENERAL SCOPE OF WORK:

The work shall consist of Reclaiming, Fine Grading, Paving and Chip Seal, using the latest edition of Maine DOT's standard specifications.

A. Project Location

1. **Gibbs Road**, (8285 x 21) Full Depth Reclamation, Fine Grade, Compaction and all prep work for paving 2.5 inches of PMRAP base with a Double Chip Seal Surface
2. **Old Stage Road** (4150 x 21) 3/4" HMA shim and Latex Modified Single Chip Seal
3. **Community Center Road** (500 x 24) 1.5-inch HMA overlay
4. **Community Center Parking Lot**. Pave 3 areas (40 x 25) with HMA 2 inches, plus a short section of Paved Pathway (60 x 5) 1" inch

SPECIFICATIONS FOR FULL DEPTH RECLAMATION

1.0 DEFINITIONS

The term Director [Superintendent, etc.] shall mean the Director of Public Works of the awarding authority.

The term Designee shall mean an employee of the awarding authority, designated by the Director.

The term Contractor shall mean a professional company contracted by the awarding authority to perform work under this agreement.

2.0 DESCRIPTION

Work under this contract shall consist of the Contractor furnishing equipment to pulverize the in-place asphalt pavement and underlying material, mix and/or blend the material, spread and compact the resultant mixture to the lines and grades established by the Director or his/her Designee.

2.1 Reclaimed Base:

All pulverized material shall pass the 50 mm, (2-inch), sieve. The processed sub-base shall meet the following gradation:

Sieve Size	% Passing
2" (50 mm)	98 – 100
1 ½" (37.5 mm)	70 – 100

*Gradation may vary due to local aggregate conditions.

3.0 EQUIPMENT

The equipment used by the Contractor shall include, but not be limited to, one or more of the following:

3.1 Laboratory:

Contractor must maintain a working laboratory capable of sampling and testing reclaimed soils and must be open for inspection by the awarding agency.

3.2 Reclaimer:

Reclamation will be by means of a traveling rotary reclaimer or equivalent machine capable of cutting through existing asphalt at depths up to 12 inches with one pass. The machine shall be self-propelled and equipped with an adjustable grading blade thus leaving its path generally smooth for traffic. Equipment such as road planners or cold milling machines which are designed to mill or shred the existing bituminous concrete rather than to crush or fracture it, are not considered capable of achieving specification gradation. The required and necessary action of the reclaimer will increase the percentages of fine aggregate. This machine is not intended for use on sub-bases with large boulders or ledge. Existing bituminous concrete and gravel base must be pulverized and mixed so as to form a homogeneous mass of uniformly processed base material which will bond together when compacted.

3.3 Grader:

A motor grader shall be used for shaping and finishing the surface of the reclaimed base, in accordance with the lines, grades and typical cross sections shown on the plans or established by the Director of his/her Designee.

3.4 Rollers:

At least one (1) vibratory roller shall be used on each reclaimed surface, and shall have a compacting width of not less than 5 feet. Each roller shall have a gross weight of not less than 12 tons.

4.0 CONSTRUCTION PROCEDURES

4.1 Streets to be Treated:

The Contractor and the Director shall mutually determine the streets which shall receive reclamation. Measurements of streets to be reclaimed shall be made by the Contractor and the Director of his/her Designee. The Contractor shall prepare a cost estimate for each street prior to beginning work. Lines and grades shall be furnished by the awarding authority to all bidders at the time of job negotiation.

4.2 Surface Preparation:

Surface preparation, which may include cleaning and grubbing; removal of visible cobbles; drainage; adjusting of street irons-valve covers, manhole covers, drop inlet gratings, catch basins; signs, mail boxes and guard rail resetting; etc., will be the responsibility of the awarding authority and will be completed before the contractor moves onto the job.

4.3 Pulverization Process:

The existing road pavement shall be pulverized and mixed with equal amounts of gravel base existing in the roadway foundation. The pulverization shall blend the asphalt and base material into a homogeneous mass, utilizing the asphalt acquired from the existing pavement as a stabilizer to bond material together when compacted.

Grading:

Sub-grade changes may be necessary to meet proposed grade lines and cross sections. In areas where the proposed roadway grade to above the present grade, additional material will be provided by the awarding authority on the site, incorporated during regrading and compaction of the pulverized material, then brought to line and grade. Any excavation of sub-base material shall be placed in windrows or stockpiled so as not to impede the work of the Contractor, for later removal by municipal forces. After the material has been thoroughly worked by the reclaimer, the mass will be shaped and fine graded.

4.4 Rolling:

Initial rolling shall be done immediately following the reclaimer, and again following fine grading.

4.5 Traffic Control:

Traffic control, including police details, warning lights, barricades, and warning signs, is the sole responsibility of the contractor. Unless otherwise specified, the roadway shall be kept open to traffic at all times, with traffic discontinued on the lane being reclaimed. Controlled traffic may be permitted as soon as the base has been rolled.

5.0 PERFORMANCE

The awarding authority will not award this contract unless the Contractor furnished satisfactory evidence of his/her ability and experience to perform this work, and that he/she has sufficient capital and equipment to enable him/her to prosecute the work successfully and to complete it within the time named in the contract. It will be the responsibility of each bidder to visit the job site with the Director. The awarding authority can reject any bid of a contractor who has not visited the work site.

6.0 METHOD OF MEASUREMENT AND BASIS OF PAYMENT

Payment for work under this agreement shall be made at the contract unit price per square yard times the number of square yard, measured by the Contractor and the Director or his/her designee, of road surface reclaimed and surface treated. Prior to the bid, the awarding authority must elect to have the grading done by other or with its own machining and forces. Price per square yard shall be for complete in place quantities. Upon completion of work, and acceptance by the Director, the Contractor shall submit a payment request to the Director. Payment shall be net thirty (30) days.

PLANT MIXED RECYCLED ASPHALT PAVEMENT (PMRAP)

310.01 Description This work shall consist of processing all bituminous pavement from pavement millings only, no granular materials are allowed in the RAP to be utilized. The RAP shall be supplied by the contractor and processing as per Section 310.020.

All plant mixed recycled asphalt pavement shall be placed in one or more courses as directed by the Town and as dictated by the existing pavement condition in accordance with these specifications, and in reasonably close conformity with the lines, grades and thicknesses indicated on the bid, or as established by the Town.

MATERIALS

310.020 Composition of Mixture The mixture shall be composed of a minimum of **8** gallons to the ton emulsified asphalt. The recycled asphalt pavement shall be crushed & processed by the Contractor to $\frac{3}{4}$ minus and so no aggregate remains larger than 1." and stockpiled so as to minimize segregation. The stockpile shall be free of any materials not generally considered to be asphalt pavement.

A job mix formula shall be furnished by the Contractor establishing the percentage of emulsified asphalt cement, aggregate, and water to be used in the mixture. The JMF additive proportions will be verified by taking a second recycled material sample once the stockpiles have been constructed.

Emulsion, water, and aggregate shall be added in percentage by weight and verified by tank checks done in accordance with the minimum quality control frequencies.

310.021 Emulsified Asphalt The emulsified asphalt shall be grade MS-4, meeting the requirements of Section 702.04 - Emulsified Asphalt.

310.023 Water Water shall be clean and free from deleterious concentrations of acids, alkalis, salts or other organic or chemical substances.

EQUIPMENT

310.030 Mixing Plant The mixing plant shall be of sufficient capacity and coordinated to adequately handle the proposed construction. Either a continuous pugmill mixer or a continuous drum type mixing plant shall be used. If a drum mixing plant is used it shall meet the requirements of Section 401.07. The mixing plant shall be capable of producing a uniform mixture meeting the requirements of the job mix formula.

310.031 Hauling Equipment Trucks used for hauling the mixture shall meet the requirements of Section 401.08.

310.032 Bituminous Pavers Pavers shall meet the requirements of Section 401.09.

310.033 Rollers Rollers shall meet the requirements of Section 401.10.

CONSTRUCTION REQUIREMENTS

310.040 Mixing The recycled asphalt pavement shall be delivered to the mixer at a temperature of not less than 10°C [50°F]. The emulsified asphalt shall meet the mixing temperature requirements listed in Section 702.05 - Application Temperatures. Recycled pavement and emulsified asphalt shall be proportioned and the mixing time set to produce a mixture in which uniform distribution of the emulsified asphalt and coating of the recycled pavement is obtained.

If a drum type mixing plant is used, the recycled asphalt pavement may be heated prior to being mixed with the emulsified asphalt to a temperature not to exceed 90°C [195°F].

Following mixing, the recycled asphalt pavement material shall be stockpiled and incorporated into the work. The material must be stockpiled, but not for longer than 48 hours.

310.041 Weather Limitations The plant mixed recycled asphalt pavement shall be performed when:

- a. PM-RAP operations will be allowed between May 15th and September 15th inclusive in Zone 1 - Areas north of US Route 2 from Gilead to Bangor and north of Route 9 from Bangor to Calais. PM-RAP will be allowed between May 1st and September 30th inclusive in Zone 2 - Areas south of Zone 1 including the US Route 2 and Route 9 boundaries.
- b. The atmospheric temperature, as determined by an approved thermometer placed in the shade at the recycling location, is 10°C [50°F] and rising.
- c. During generally dry conditions, or when weather conditions are such that proper pulverizing, adding, mixing, and curing can be obtained using proper procedures, and when compaction can be accomplished as determined by the Town.
- d. When the surface is not frozen and when overnight temperatures are expected to be above 0°C [32°F].

310.042 Spreading and Finishing The mixture shall be spread and finished in accordance with Section 401.15. Total layer thickness greater than 100 mm [4 in] will be placed in 2 lifts. Tack shall be applied to the existing pavement surface at a rate of .04 Gal/SY. And shall be included in the price per ton.

310.043 Compaction Compaction of the mixture shall be in accordance with Section 401.16. Rolling may be delayed to avoid lateral displacement as directed by the Town. See also Section 310.051.

310.044 Joints Joints shall be constructed in accordance with Section 401.17.

310.045 Surface Tolerances The surface tolerances shall be as specified in Section 401.101, except that the maximum allowable variation shall be 10 mm [$\frac{3}{8}$ in].

TESTING REQUIREMENTS

310.050 Quality Control The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The QCP shall meet the requirements of Section 106.6 - Acceptance and this Section. The Contractor shall not begin recycling operations until the Town approves the QCP that discusses the recycling schedule, type and amount of equipment to be used, sequence of operations, and traffic control.

The QCP shall address any items that affect the quality of the Recycling Process including, but not limited to, the following:

- a. JMF(s).
- b. Mixing details, pugmill type, production rates, material processing.
- c. Make and type of paver(s).
- d. Make and type of rollers
- e. Testing Plan.
- f. Transportation including process for ensuring that truck bodies are clean and free of debris or contamination that could adversely affect the finished product, type of release agent used (if required)
- g. Laydown operations including procedures for mix design modification, avoiding recycling and curing in inclement weather, material yield monitoring, methods to ensure that segregation is minimized, longitudinal joint construction, procedures to determine the maximum rolling and placing speeds based on field quality control, and achieving the best possible smoothness.
- k. Name, responsibilities, and qualifications of the Responsible onsite Recycling Supervisor experienced and knowledgeable with the process.

The Contractor shall sample, test, and evaluate the PMRAP process in accordance with the following procedures and minimum frequencies:

MINIMUM QUALITY CONTROL FREQUENCIES

Test or Action	Frequency
Yield of all materials (Both the daily yield and yield since last test)	4 per day at even intervals

310.052 Repairs Repairs and maintenance for the PMRAP layers, during and after the curing period, resulting from damage caused by traffic, weather or environmental conditions, or caused by the Contractor's operations or equipment, shall be completed prior to being surfaced.

Low areas will be repaired using a hot mix asphalt shim course. All repair work will be done with the Town's approval at the Contractor's expense.

310.06 Curing No new hot mix asphalt pavement or additional layers of PM-RAP shall be placed on the recycled asphalt pavement until a curing period of (4) four days has elapsed. The curing period starts once the PM-RAP has been placed in the roadway. When weather conditions are unfavorable, the curing period may be extended by the Town.

310.07 Method of Measurement Plant Mixed Recycled Asphalt Pavement shall be measured by the Ton. Verified by Pugmill scale checks and or delivery weigh tickets.

310.08 Basis of Payment The accepted quantity of Plant Mixed Recycled Asphalt Pavement will be paid for at the contract unit price per ton, complete in-place which price will be full compensation for furnishing all equipment, material, Tack and labor for processing the RAP, mixing, testing, placing, and compacting, excess material relocation, and for all incidentals necessary to complete the work.

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. Any Hot Mix Asphalt overlay or shim applied prior to applying chip seals 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 State of Maine Standard Specification 2002, Section 700 – Materials; and the following additional requirements:

Asphalt Cement: State of Maine Standard Specification 2002, 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 1 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 ½” 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)	0 – 30%
2.36 mm, (#8)	0 – 5%
0.075 mm, (#200)	0 – 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 owner 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 sweeping. 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 50°F, 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 140°F to 185°F, 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 **Municipality**.

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.

CONTRACT BID SPECIFICATIONS

HOT MIX ASPHALT PAVING

A. Description of Course

The work shall consist of constructing a Hot Mix Asphalt Pavement using designated mix types for the roadways, sidewalks and parking lots as proposed in **SECTION 1**. All work shall be constructed as outlined in this contract and as directed by the Municipal Representative.

B. Equipment Requirements

1. All Hauling Equipment used on the project will meet the requirements of the most recent edition of MAINEDOT Standard Specifications, section 401.08
2. All Pavers used on the project will meet the requirements of the most recent edition of the MAINEDOT Standard Specifications, section 401.09. When appropriate, a highway class paver meeting the specification with an 8ft main screed may be used.
3. All Rollers used on the project will meet the requirements of the most recent edition of the MAINEDOT Standard, section 401.10

C. Plant Requirements

1. Batch and Drum Plants used to produce mix for this project shall meet the requirements of the most recent edition of the MAINEDOT Standard Specifications, section 401.07
2. The automation of batching shall meet the requirements of the most recent edition of the MAINEDOT Standard Specifications, section 401.072
3. At automatic mixing plants, automatic tickets shall be printed which meet MAINEDOT Standard Specifications, section 401.073

D. Materials

1. The Hot Mix Asphalt shall be composed of a mixture of aggregate and bituminous material. The aggregate fractions shall be sized, uniformly graded, and combined in accordance with the submitted designs.

The Contractor shall submit, for the Municipal Representative's approval, a current job mix formula (JMF). For a Superpave design, a current MAINEDOT-approved Superpave JMF shall be submitted. If an alternate design similar to the former MAINEDOT designs for B,C, or D mixes is desired, the contractor shall submit a previously MAINEDOT-approved JMF's conforming to the MAINEDOT Standard Specifications, Revisions of April 1995. The JMF's shall be reviewed and approved by the Municipal Representative or an independent testing agency prior to submittal. All JMF's will be required to accompany the bid form.

The job mix formula shall state the source, gradation, and percentage of each fraction of the aggregate and filler, if required. It shall state the name of the refiner and the supplier of the particular bituminous material to be used and the plant location.

E. Construction

1. Butt joints shall be used at any intersecting of any existing pavement at the beginning and end of the project.
2. Contractor shall place reflective delineator posts, spaced a minimum of every 100' apart, in areas where shoulder drop is 2 inches or more from the pavement surface.
3. The construction of Hot Mix Asphalt shall be carried on only when the surface on which the material is to be placed is dry, and when the atmospheric temperature is above 45° F and rising, and all paving will be completed by **July 14th** unless otherwise agreed upon by Road Commissioner and Contractor.
4. All existing paved surfaces to be newly paved shall be thoroughly cleaned by the contractor and dry and shall be tack coated prior to placement at a rate of .02 – 0.05gal/sy. In addition, any manholes or catch basins will be adjusted at the direction of the Municipal Representative. All paving operations shall cease when the surface to repave is wet.
5. All traffic control will be provided by the **Contractor** and all traffic control devices and setups shall conform to the latest edition of Part VI of the Manual on Uniform Traffic Control Devices (MUTCD).
6. The cross-slope of the final paved surface shall be as close as possible to a uniform cross-section utilizing materials estimated above in the bid documents, except in super elevated areas. If noted in contract documents to place shim to desired grade and cross slope, a desirable cross slope would be ¼" per foot of lane width (2%).
7. Surface tolerances shall be checked according to MAINEDOT Standard Specifications, sections 401.101.
8. All mixing, spreading, finishing, and compacting and constructing joints shall meet MAINEDOT Standard Specifications, sections 401.14, 401.15, 401.16, 401.17 respectively.

F. Testing

All materials and every detail of work will be subject to inspection by the Municipal Representative who may require the Contractor's quality control person to be onsite to monitor material placement and compaction. The Municipal Representative shall be allowed access to all parts of the work. The Municipal Representative shall also have the right to inspect and test, at the Municipality's expense, by the following methods:

a. Pavement Samples

1. Core samples for density testing may be taken in accordance with AASHTO procedures every 1000 tons to achieve a minimum 92.0% density on uniform lifts designed to be greater than 1”.
2. Samples of the Hot Mix Asphalt may be taken in accordance with AASHTO procedures every 1000 tons to check for Asphalt Content, Gradation, and Theoretical Maximum Density.
3. All test results will be required to be within the allowable tolerances given in Section 400 of the most recent edition of the MAINEDOT Standard Specifications. Method D shall be used.
4. Upon demand from the Municipal Representative, the Contractor must supply a ten foot straightedge. The surface, when tested, shall be in accordance with Section 401.20 of the most recent edition of the MAINEDOT Standard Specifications.

b. Acceptance

1. If the Municipal Representative requests it, the Contractor shall remove portions of the finished work as may be directed. After examination, the Contractor shall restore the removed areas of the work to the standards of the specifications. Should the exposed work prove to be acceptable, in the judgment of the Municipal Representative, the removal and replacement of the sections will be paid for as extra work. Should the work exposed prove to be unacceptable in the judgment of the Municipal Representative, the removal and replacement of the material will be at the Contractor’s expense.

ANY WORK DONE WITHOUT SUPERVISION OR INSPECTION BY AN AUTHORIZED MUNICIPAL REPRESENTATIVE MAY BE ORDERED REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE UNLESS THE MUNICIPAL REPRESENTATIVE FAILED TO INSPECT AFTER HAVING BEEN GIVEN REASONABLE NOTICE THAT WORK WAS TO BE PERFORMED.

H. Miscellaneous

a. Pre-inspection

Each Contractor, before submitting an offer, shall become completely familiar with the required work and shall rely on their own investigation. The Municipal Representative will be available to have the site/sites proposed for paving inspected. No consideration will be granted for any alleged misunderstanding of the material to be furnished, the work to be done, or for any defects in the final product that are the result of the absence of pre-inspection of a site.

b. Right to change or additional work

The municipality reserves the right to submit change orders in writing to the Contractor. In that event, the municipality will negotiate with the Contractor to determine the new costs. The Town reserves the right to change unit quantities up to 20% without negotiating a new price.

c. Clean up

At the completion of paving, each site shall be left in a neat and clean condition, subject to approval of the Municipal Representative.

d. Performance bond

When bid amounts exceed \$250,000.00, the Contractor shall submit to the Municipality a Performance Bond in the amount of 100% of the Contract within ten (10) days after receipt of notice of acceptance of the Contractor's offer or part of the offer. These bonds shall be issued by a bonding company licensed to do business in the State of Maine. Failure to provide this bond is a material breach of contract and may, in the discretion of the Municipality, result in termination of the Contract.

e. Insurance

The Contractor shall have and maintain liability insurance that is in force until the work is completed and accepted by the municipalities. The Contractor shall furnish, to the municipality, a certificate of insurance, within two weeks of notice to the Contractor of the acceptance of its offer. The failure to provide this certificate will constitute a breach of the Contract and may, in the discretion of the municipality, result in termination of the Contract. The Contractor shall furnish to the Municipality a copy of an insurance policy within one month of notice to the Contractor of the acceptance of its offer.

f. Warranties

The Contractor guarantees that the work to be done under this contract and the materials to be furnished by the supplier for use in the construction of the same will be free from defects or flaws. This warranty shall be for a period of one year from the date of completion.

g. Indemnification

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

h. Acceptance period

The Municipality shall have up to a maximum of 30 days from date of bid opening to accept an offer.

i. Notice of acceptance

The Contractor will be notified in writing by the municipality of the acceptance of its offer in whole, or in part, within five (5) business days of when it has been accepted.

Failure to comply with this notice requirement shall constitute a breach of the Contract. An offer cannot be accepted verbally.

j. Rejection of offers

The Municipality reserves the right to reject any or all proposals whenever such rejection is in their best interest. The Municipality reserves the right to reject the proposal of a Contractor who has previously failed to perform properly or to complete on time Contracts of a similar nature. The Municipality also reserves the right to reject a proposal from a Contractor if an investigation shows that the Contractor is not in a position to perform the Contract.

k. Pre-bid conference

At the discretion of the municipal representative a pre-bid conference may be scheduled to discuss scope of services, terms of this contract and scheduling of work. Contractors who wish to be considered for acceptance must attend any scheduled conference.

l. Payment

The Municipal Representative shall make payment in full after completion, inspection and acceptance. The Unit Price per ton will include surface preparation, mobilization, hauling and placing material, butt joints, traffic control (if specified herein), and final cleanup. Tack shall be included in the unit price.

m. Asphalt Escalator

The municipality will use the latest edition of MaineDOT Special Provision Section 108 to protect the municipality and the contractor against price fluctuations that may occur due to paving schedule delays, bad weather, other priorities, market pricing, etc.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

Method of Measurement The Town or Municipality will measure latex modified emulsion and aggregate cover (Chip Seal) by the square yard (SY) & CMA, PMRAP and HMA by the Ton. Payment will be for the actual number of square yards/tons applied in accordance with the Standard Specifications, See State of Maine Standard Specification 2002, Section 109 – Measurement and Payment. Payment shall be full compensation for all **labor, materials, equipment, traffic control, including flaggers**, required to complete the work in accordance with these specifications. See Project Descriptions for project locations and lengths.

Basis of Payment The Town or Municipality will pay for the Work, in place and accepted, in accordance with the applicable sections of the Special Provisions at the contract unit price per ton / square yard applied. Upon completion of work, and acceptance by the Road Commissioner, the Contractor shall submit a payment request to the Road Commissioner. The Town retains the right to adjust the quantity as listed below +/- 15%, due to budget purposes, without negotiating a price adjustment.

BID & AWARD INFORMATION

All Bids shall be submitted to the Wiscasset Town Office no later than **2:00 p.m. on June 19th, 2018**. Bids will be opened at the Board of Selectmen Meeting scheduled for that evening commencing at 6:00 p.m. The Town retains the right to determine the responsible, reliable, low bidder & to adjust the quantity as listed below +/- 20%, due to budget purposes, without negotiating a price adjustment



Tabulation of Bids

Submit all bids to The Town of Wiscasset by 3 pm, June 19, 2018. The responsible, reliable, low bid will be based on all items being quoted and total contract bid amount as well as references. The Town reserves the right to reject any and all bids.

Project 1

Gibbs Road	Mix type	Estimated Tons/ SY	Cost per Ton/SY	Item \$\$Total \$\$
Full Depth Reclamation & Fine Grade		19332/SY		
Plant Mixed Recycled Asphalt Paving		2660/Ton		
Latex Modified Double Chip Seal	3/8"	19332/SY		
Gibbs Road Project Total =				

Project 2

Old Stage Road	Mix type	Estimated Tons/ SY	Cost per Ton/SY	Item \$\$Total \$\$
Full Width .75 HMA Shim	9.5mm	400/ton		
Latex Modified Single Chip Seal		9684/SY		
Old Stage Road Total =				



Project 3

Community Center Road & Parking Area	Mix type	Estimated Tons/ SY	Cost per Ton/SY	Item \$\$Total \$\$
Full Width HMA Overlay 1.5"	9.5mm	105/Ton		
Pave 2" of HMA over 3 areas in Parking Lot	9.5mm	37/ton		
HMA Paved Pathway	9.5mm	2/Ton		
	Community Center HMA Total =			

Extra Items	Mix Type	Estimated Tons/SY	Cost per Ton/SY	Cost per Ton/SY
Hand Placed HMA Driveway Aprons	9.5mm	15/Ton		
Grinding		75/SY		
	Extra Items Total =			



BID TABULATIONS & CONTRACT TOTALS

Total Contract	Mix type 9.5mm	Estimated Tons/ SY	Cost per Ton/SY	Item \$\$Total \$\$
Full Depth Reclamation		19332 SY		
PMRAP		2660 Tons		
Latex Modified Double Chip Seal	3/8"	19332 SY		
HMA		10,258 SY		
Grinding				
HMA Handwork				
	Contract Total			

Company Name

Company Address

Company Representative



ASPHALT PRICE ADJUSTMENT

A fluctuating price will be required for this bid to allow for price adjustments based on the Period Price of asphalt cement using the New England Average Selling Price. The price adjustment will be based on the variance in price for the asphalt cement component only from the Base Price to the Period Price. Posted “Base Price” for this bid will be

\$ _____ per ton of asphalt cement. For work completed outside of the completion dates set forth in each Bid Specification, the Town will evaluate the Period Price on the completion date and the Period Price when the work is actually completed. Payment will be made based on the lower of the two amounts.

“Base Price” = the price of PG binder liquid per ton that exists on the bid opening date.

“Period Price” = the price of PG binder liquid per ton on the paving date, using the New England Average Selling Price

“New England Average Selling Price” = the price Listed on the MDOT website. See link below.

<http://www.maine.gov/mdot/comprehensive-list-projects/asphaltprices.php>

REFERENCE LIST **CHIP SEAL PROJECTS**

Please provide a list of six similar projects that have been completed in Maine in 2016 & 2017.