

TOWN OF CAMDEN
NOTICE AND INFORMATION TO BIDDERS

The Town of Camden will receive sealed bids for a “**2020 CAMDEN STREET PAVING**” in accordance with the NOTICE AND INFORMATION TO BIDDERS, BID SPECIFICATIONS and BID FORM. All of the bid documents are a material part of this NOTICE and are incorporated by reference into this NOTICE.

The Select Board shall make an award of the contract by considering, among other things, the lowest price for a proposal meeting the bid specifications. The Town of Camden reserves the right to waive any formalities; to reject any or all bids, or to accept any bid it considers to be in the best interest of the Town after considering quality, function, service, and initial cost, without obligation to consider price only. The Town's decision in all cases will be final. Tabulation will be mailed to vendors upon request.

If a bidder finds discrepancies in, or omissions from the Project documents, or is in doubt as to the meaning of the Project documents, the bidder shall, at once, notify the Town Manager, in writing; and upon receipt of such notification, the Town Manager shall send additional written clarification concerning the issues raised in the NOTICE to all prospective bidders.

Deviations from the Contract Documents: All deviations from the contract documents must be noted in detail by the bidder, in writing, at the time of submittal of the formal bid. Bidders are expressly informed that any material deviation from the contract documents may be a basis for rejection of the proposal by the Select Board at the time that the Board considers an award of the contract.

Prices must be firm for at least sixty (60) days.

At the time of the opening of proposals, each bidder shall be presumed to have read and be thoroughly familiar with the specifications in this BID NOTICE and all enclosures. The failure or omission of any bidder to receive or examine any form, instrument, or document shall in no way relieve any bidder from any obligation in respect to the proposal submitted. Any bidder to whom a contract is awarded shall be responsible for observing applicable standards for fair employment practices and work safety.

For purposes of this BID NOTICE and all Project documents, the term "bidder" shall mean any person, company or organization submitting a Proposal pursuant to this NOTICE and the term "bid" shall mean a Proposal submitted by a bidder.

Bids shall be placed in a sealed envelope marked "**2020 CAMDEN STREET PAVING**" and received in the Office of the Camden Town Manager, P.O. Box 1207, 29 Elm Street, Camden, Maine 04843 on or before **noon, Wednesday, June 10, 2020. (No FAX bids will be accepted)** at which time all bids will be opened and read aloud. Bidders are invited to attend. **No proposal shall be accepted in the event that the envelope containing the proposal is not correctly marked as identified in the preceding sentence and sealed.** Prior to an award of the contract, no town official has been authorized to make any oral modifications or changes in the terms and specifications of this NOTICE.

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TOWN OF CAMDEN

BID FORM

The undersigned bidder acknowledges receipt of the NOTICE AND INFORMATION TO BIDDERS, BID FORM, AND BID SPECIFICATIONS entitled “**2020 CAMDEN STREET PAVING**” and hereby proposes to provide the work as described in the specifications for the bid price shown:

BID PRICE \$ _____

Name of Individual/Company: _____

Address: _____

Printed Name of Person Signature: _____

Telephone: _____

Email: _____

Signature: _____

Date: _____

**Bids shall be placed in a sealed envelope marked
"2020 STREET PAVING BID"
and received in the Office of the Camden Town Manager,
P.O. Box 1207, 29 Elm Street, Camden, Maine 04843
on or before noon, Wednesday, June 10, 2020 (No FAX bids will be accepted.)**

Town of Camden
Department of Public Works
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SCOPE OF WORK

1. **Limerock St.** – (450 feet +/- of length, width to match existing pavement approximately **90 tons**). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road from Chestnut St. to Bay View St. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement:
 - Mill Limerock St. - mill 1 ½ inches by (approximately) 22 feet +/- by 450 feet or (approximately) 1,100 square yards.
 - Any and all structures (manholes, catch basins) shall be milled around.
 - Shim ½ inch
 - Pave 1 ¾ inches 12.5 mm

2. **Mechanic St.** (Main St. to Washington St.- Includes going across Washington St. +/- 50 feet beyond crosswalk, approximately **95 tons**). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road from the intersection of Maine St. to Washington St. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, this section of Mechanic St. will receive an additional course paved loose to a 1 inch thickness of 9.5mm Mix:
 - Mill 1 ½ inches by approximately 47.5 feet by 220 feet or approximately or 1,161 square yards (first part of Mechanic St. between Main St. and Washington St.).
 - Mill 1 ½ inches by approximately 32.5 feet by 330 feet or approximately or 1,192 square yards (second part of Mechanic St. between Main St. and Washington St.).
 - Any and all structures (manhole, catch basins) that have not been lowered shall be milled around.
 - Shim ½ inch +/-
 - Pave 1 inches 9.5 mm

3. **Cobb Rd.** – (4000 feet +/- of length, width to match existing pavement approximately **970 tons**). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road from the intersection of Washington St. (Rt.105) to the intersection of Pleasant Ridge Rd. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course will receive an additional course compacted to a 1 ¼ inch thickness of 12.5mm Mix:
 - Shim ½ inch
 - Pave 1 ¼ inches 12.5 mm

4. **Bay View St.** - (1,200 ft. +/- of length, width to match existing pavement approximately **220 tons**). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road from the intersection of Frye Street to the intersection of Limerock St. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, Bay View St. will receive an additional course paved loose to a 1 inch thickness of 9.5mm Mix:
 - Mill 1 ½ inches by approximately 20 feet by 1,200 feet or approximately 3,000 square yards.
 - Any and all structures (manhole, catch basins) shall be milled around.

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- Shim ½ inch +/-
 - Pave 1 inch 9.5 mm
5. **Penobscot Ave.** – (1,200 ft. +/- of length. Width to match existing pavement approximately **250 tons**). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road (+/-) from the intersection of Chestnut St. to the intersection of Bay View St. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, Penobscot Ave. will receive an additional course paved loose to a 1 ¼ inch thickness of 12.5mm Mix:
- Mill 1 ½ inches by approximately 20 feet by 1,200 feet or approximately 3,000 square yards.
 - Any and all structures (manhole, catch basins) shall be milled around.
 - Shim ½ inch +/-
 - Pave 1 ¼ inch 12.5 mm
6. **Park Street.** – (1,900 ft. +/- of length. Width to match existing pavement approximately **500 tons**). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road (+/-) from the intersection of Mechanic St. to the intersection of Elm St. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, Park St. will receive an additional course paved loose to a 1 ¼ inch thickness of 12.5mm Mix. Park St. will also require 1,900 ft +/- of bituminous curb and approximate 1,900' of sidewalk 5' wide. Sidewalk price shall include itemized price for sidewalk removal and reestablishing gravel backfill:
- Mill 1 ½ inches by approximately 20 feet by 1,200 feet or approximately 3,000 square yards.
 - Any and all structures (manhole, catch basins) shall be milled around.
 - Shim ½ inch +/-
 - Pave 1 ¼ inch 12.5 mm
 - Install curb
 - Install gravel and pavement for sidewalk
7. **Snow Bowl Rd.** – (650 ft. +/- of length. 20 foot width (existing is 25 feet). Approximately **275 tons**). Full Depth Reclaim (FDR) existing pavement (1,800 sqyds), grade and compact base add approximately 8 – 12 inches of gravel (approx. 600 cubic yards) Pave 2 inches of 19mm base and 1 ½ inches of 12.5 mm surface:
- Full Depth Reclaim
 - 600 cys 2 inch minus crushed gravel
 - 2-3 foot gravel shoulders on each side
 - Pave 2 inches of 19mm base and 1 ½ inches of 12.5 mm surface
8. **Chestnut St.** – (1,100 ft. +/- of length. Width to match existing pavement approximately **220 tons**). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road from the intersection of Frye St. to Limerock St. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The

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road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, Chestnut St. will receive an additional course paved loose to a 1 inch thickness of 9.5mm Mix:

- Mill 1 ½ inches by approximately 30 feet by 1,100 feet or approximately or 3,700 square yards.
- Any and all structures (manhole, catch basins) shall be milled around.
- Shim ½ inch +/-
- Pave 1 inch 9.5 mm

9. **Chestnut St.** – (3,300 ft. +/- of length. Width to match existing pavement approximately 600 tons). The paving will overlay previously installed bituminous concrete. The paving is to match the current paved width of the road from the intersection of Greenfield Drive to Camden/Rockport Town line. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, Chestnut St. will receive an additional course paved loose to a 1 inch thickness of 9.5mm Mix:
- Shim ½ inch +/-
 - Pave 1 inch 9.5 mm

10. **Melvin Hts.** – (5,200 ft. +/- of length. Width to match existing pavement approximately). The road will be double chip sealed and shimmed over previously installed bituminous concrete. The chip seal is to match the current paved width of the road from the intersection of Molyneaux Rd. to the intersection of East Fork Rd. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, Melvin Hts. will receive a double chip seal:
- Shim ½ inch +/- 315 tons
 - Double chip seal by approximately 20 feet by 5,200 feet or approximately 11,500 square yards.

11. **Howe Hill Rd.** – (7,550 ft. +/- of length. Width to match existing pavement approximately). The road will be double chip sealed and shimmed over previously installed bituminous concrete. The chip seal is to match the current paved width of the road from house # 81 to the Hope Town line. After sweeping the road shall be tack coated, at an approximate rate of .02 gallons per square yard, prior to pavement placement. The road shall then be shimmed loose to a depth of ½ inch +/- . In addition to the shim course, this section of How Hill Rd. will receive a double chip seal:
- Shim ½ inch +/- 460 tons
 - Double chip seal by approximately 20 feet by 7,550 feet or approximately 16,775 square yards.

Handwork – The Town of Camden may require a minimal amount of handwork at various locations (primarily driveways & catch basins). Additional handwork may be required at other locations.

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ADDITIONAL SPECIFICATIONS AND INCIDENTAL WORK

1. The contractor shall grind a joint (3/4" deep by 48 inches by the width of the road) at the start and stop of each project and intersecting roads.
 - 1) Grinding around manhole and catch basin cover may be required.
2. The contractor shall sweep clean all paved roads prior the application of the tack coat. **The contractor shall also ensure that the shim course or base course does not** have any debris on it prior to placing the surface course.
3. The construction of hot asphalt mix shall be carried out only when the surface upon which the material is to be placed is dry, and when the atmospheric temperature is above 50 degrees and has not been below 35 degrees Fahrenheit for the preceding 24 hour period. There should be no precipitation during the installation of any of the paving materials.
4. **At all driveway and road entrances, gravel and paved, the paving contractor shall extend the paving width to create a paved apron at least 18 inches wide but no wider than 24 inches. The apron shall be tapered to create a smooth travel surface. Wider aprons may be approved by the town if site conditions dictate.**
5. Handwork – The Town of Camden may require a minimal amount of handwork at various locations (primarily driveways & catch basins). Additional handwork may be required at other locations.
6. Materials testing may be required by the town under a separate contract.
7. The cross slope of the finished pavement surface shall be as close to 1/4" per foot of lane width as possible except in super elevated sections or unless otherwise stated.
8. All mixing, spreading, finishing and compacting shall meet the appropriate sections of the MDOT Supplemental Specifications as will all equipment necessary to mix, haul, place and compact the paving materials.
9. **All asphalt mix shall be pure virgin asphalt; no recycled asphalt pavement (RAP) will be accepted.**
10. **All paving shall be during the months from May 1 to October 1.**

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PRICING

Fill in appropriate lines:

Asphalt per ton: _____

Milling per sq yd: _____

Full Depth Reclamation per sq yd: _____

Curb per foot: _____

Single Chip Seal per sq yd: _____

Double Chip Seal per sq yd: _____

Sidewalk:

Gravel backfill
placed per cubic yd: _____

Sidewalk surface
per sq yd: _____

Summary

Due to pricing or changes in road conditions, one or more of the above mentioned roads may be canceled or substituted with another road or may not be paved as determined by the Road Commissioner. **Approximate paving tonnage is (3,220). Approximate chip seal is (28,275 square yards). Paving tonnage and chip seal area provided are approximate as well as measurements for all roads.**

Signatures

Company name: _____

Authorized agent for contractor: _____ Date: _____