



LEGAL NOTICE

TOWN OF TOWNSEND HIGHWAY DEPARTMENT  
177 MAIN STREET  
TOWNSEND, MA 01469

INVITATION TO BID FOR ROAD MATERIALS  
*Fiscal Year 2025*  
*(Option Years: FY26 and FY27)*

The Board of Selectmen of the Town of Townsend will accept bids for:

1. Milling of Existing Road Surfaces
2. Washed Sand for Winter Use (delivered)
3. Reclamation of Existing Road Surfaces with calcium
4. Bituminous Concrete Asphalt (in-place and F.O.B.)
5. Random Crack Sealing by Fiber Reinforced Method (per linear foot)

The bids will be for FY25, with the option to bid on each for FY26 and FY27.

Bid packages may be obtained at the Office of the Board of Selectmen beginning on Wednesday, April 17, 2024 between the hours of 9:00 A.M. and 4:00 P.M. Monday through Friday. Bid packages may also be requested by e-mail at [jsmith@townsendma.gov](mailto:jsmith@townsendma.gov) Sealed bids will be accepted until 11:00 AM on Monday, May 20, 2024 at the Office of the Board of Selectmen, Memorial Hall, 272 Main Street, Townsend, MA 01469, at which time and place the bids will be publicly opened. The Board of Selectmen, as the awarding authority, reserves the right to accept or reject any or all bids or any part of any bids in the best interest of the town.

# TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

## INVITATION FOR BIDS Fiscal Year 2025 (Option Years: FY26 and FY27)

### I. GENERAL INFORMATION AND BID SUBMISSION REQUIREMENTS

The Board of Selectmen of the Town of Townsend will accept bids for:

1. Milling of Existing Road Surfaces
2. Washed Sand for Winter Use (delivered)
3. Reclamation of Existing Road Surfaces with calcium
4. Bituminous Concrete Asphalt (in-place and F.O.B.)
5. Random Crack Sealing by Fiber Reinforced Method (per linear foot)

Sealed bids will be accepted up to 11:00 A.M. on Monday, May 20, 2024 at the Office of the Board of Selectmen c/o Town Administrator, 272 Main Street, Townsend, MA 01469. The Town Administrator in the presence of the Highway Superintendent or other designated witness will publicly open bids at 11:00 A.M. on Monday, May 20, 2024 at 272 Main Street in the Selectmen's Chambers.

The contract will be awarded within thirty (30) days after the bid opening unless the time for award is extended by mutual consent of all parties involved.

If any changes are made to this I.F.B., an addendum will be issued. Addenda will be mailed or faxed to all bidders on record as having picked up the I.F.B.

Questions concerning this invitation for bids must be submitted at least seventy-two hours prior to date and time of said opening to: James Smith, Highway Superintendent, 177 Main Street, Townsend, MA 01469. Questions may be hand delivered, e-mailed, or mailed.

A bidder may correct, modify, or withdraw a bid by written notice received by the Town prior to the time and date set for bid opening. Bid modifications must be submitted in a sealed envelope clearly labeled, "Modification No. \_\_\_\_." Each modification must be numbered in sequence and must reference the original I.F.B.

After the bid opening, a bidder may not change any provision of the bid in a manner prejudicial to the interests of the Town or fair competition. Minor informalities will be waived or the bidder will be allowed to correct them. If a mistake and the intended bid are clearly evident on the face of the bid document, the mistake will be corrected to reflect the intended correct bid, and the bidder will be notified in writing; the bidder may not withdraw the bid. A bidder may withdraw a bid if a mistake is clearly evident on the face of the bid document, but the intended correct bid is not similarly evident.

The Town may cancel this I.F.B., or reject in whole or in part any and all bids, if the Town determines that cancellation or rejection serves the best interests of the Town.

All bid prices submitted in response to this I.F.B. must remain firm for thirty (30) days following the bid opening.

If, at the time of the scheduled bid opening, Town Hall is closed due to uncontrolled events such as fire,

## TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

snow, ice, wind, or building evacuation, the bid opening will be postponed until 11:00 A.M. on the next normal business day. Bids will be accepted until 11:00 A.M. on the revised date.

One original and one copy of the bid submitted are required.

Bid shall be identified by clearly marking the outside of the bid envelope with the words BID –item number and material.

Bid package submitted must include a non-collusion form, tax compliance certificate, bid pricing sheet, and references.

A submitted BID must be signed as follows: 1) if the bidder is an individual, by her/him personally; 2) if the bidder is a partnership, by the name of the partnership, followed by the signature of each general partner; and 3) if the bidder is a corporation, by the authorized officer, whose signature must be attested by the Clerk/Secretary of the corporation and the corporate seal affixed.

All applicable bidders must be pre-qualified in accordance with 720 CMR 5.00 and must submit an applicable Certificate of Approval. The Pre-qualification Statement must be delivered to the Highway Department before a contractor can submit a bid under the Invitations for Bids. The Town requests that the Pre-qualification Statement be delivered at the time of a request for the bid package.

Contractors wanting to be pre-qualified must submit a Contractor's Pre-qualification Statement to the Pre-qualification and Contract Department at the Massachusetts Highway Department. Pre-qualification ratings are in effect for one year. For more information on pre-qualification, contact:

Pre-qualification and Contract Manager  
Massachusetts Highway Department  
10 Park Plaza  
Boston, MA 02116-3973  
(617) 973-7621

All materials must meet the Commonwealth of Massachusetts Highway Specifications Bid under M.G.L. Chapter 30, Section 39 M pursuant to the bidding laws, and must comply with the Prevailing Wage Laws, Chapter 149, Sections 26-27H. Awarded contracts are required to include a 50% payment bond before any work may begin. All contractors and subcontractors are required to submit certified weekly payrolls. Contractors, in their bids, must provide the required minority percentages (5% as required by the Town of Townsend) for personnel. A 5% bid deposit is required with the submission of all bids as required by M.G.L. 30, Section 39M.

### II. MINIMUM CRITERIA

Bidders must provide items as described in the specifications enclosed and comply with all Bid Submission Requirements listed in Section I, General Information. All bids must be firm and continue in effect for a period of two (2) months from the date of opening. Any such bid that is accepted by the Town of Townsend must continue in effect for a period of twelve (12) months after award of contract with two one-year options.

III. RULE FOR AWARD

The awarding authority, The Board of Selectmen, will award the contract. The contract will be awarded to the responsive and responsible bidder offering the lowest price for items specified.

IV. BID PRICING SHEET

Bids for road materials must be submitted on the attached bid pricing sheet and marked as "Attachment A - Bid Pricing Sheet". As an option bidders may provide bids for FY20 and FY21 for each item. It will be the sole discretion of the Board of Selectmen as to whether to exercise these options.

V. NON-COLLUSION FORM AND TAX COMPLIANCE FORM

Bid package must include the attached certificate of non-collusion and tax compliance. See "Attachment B - Certificate of Non-Collusion and Tax Compliance".

VI. REFERENCES

Bidders must submit a minimum of three (3) references on the form provided; see "Attachment C - Reference Form", including telephone numbers. In addition, Contractors must submit a comprehensive list of any and all ongoing projects. Poor references and inaccurate information may be a basis for a determination that the bidder is not a responsible bidder.

All information contained in this bid package must be accurate and complete and certified under the penalties of perjury.

## TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

### INVITATION FOR BIDS Fiscal Year 2025 (Option Years: FY26 and FY27)

- Item 1. Milling of Existing Road Surfaces (including dust removal from milled surface)  
Price per Square Yard, approximately 15,000 SY  
\*See TERMS AND CONDITIONS after item 5 for additional bid requirements
- Item 2. Washed and screened sand for winter use  
Price per CY only, delivered, approximately 4000 CY  
\*See TERMS AND CONDITIONS after Item 5 for additional bid requirements
- Item 3. Reclamation of existing road surfaces with calcium  
Price per SY only, approximately 20,000 SY  
\*See TERMS AND CONDITIONS after Item 5 for additional bid requirements  
Specifications included for additional bid requirements
- Item 4. Bituminous Asphalt Concrete Type I  
Price per ton, F.O.B., approximately 1000 tons  
Price per ton, applied in-place, including tack, which “must” be applied between the base and wearing course, approximately 7,000 ton  
By MHD approved specifications and installation methods  
\*See TERMS AND CONDITIONS after item 5 for additional bid requirements
- Item #5. Crack Sealing for Bituminous Pavement  
Per enclosed specifications  
Price per linear foot only  
\*See TERMS AND CONDITIONS after Item 4 for additional bid requirements

All quantities are approximate and are at the discretion of the Superintendent as to how much and if each item is actually used during the fiscal year.

#### \* TERMS AND CONDITIONS

As an option bidders may provide bids for FY26 and FY27 for each item. The Board of Selectmen has the sole discretion as to whether to exercise these options.

All sand bidders must submit with their bids a sieve analysis and written statement setting forth the proposed source of all sand and gravel to be provided under the contract. The statement shall include: 1) the address of the property from which the sand and gravel will be excavated, hauled, removed or purchased, 2) the name and address of the company or individual owner of the land or premises from which the sand will be excavated, hauled, removed or purchased. All bidders shall submit copies of any applicable earth removal permits.

Bid prices for Bituminous Asphalt Concrete (in place), Reclamation of Existing Road Surfaces, Milling of existing Road Surfaces and Crack Sealing for Bituminous Pavement must include the following:

## TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

1. The furnishing and installation of all labor, materials, equipment, and tools, including mobilization, demobilization, storage and protection of materials, site clean-up and safety, disposal of waste and surplus materials, restoration, or damaged/disturbed areas and all else incidental to the satisfactory completion of each item, as provided.
2. The furnishing, installing, and removing of all traffic control signs and devices necessary for the daily operation of work. The Contractor will meet with the Superintendent or his/her designee before the start of construction to determine which signs and control devices will be required during construction. Any alterations to the traffic control plan during construction must be authorized by the Superintendent or his/her designee before any changes take place.
3. The cost of hiring an off-duty police officer(s) for traffic control where necessary. The current police detail rate will include a 10% administration fee with a four (4) hour minimum. The Townsend Police Department can be called at (978) 597-6214 to set up detail officers (48-hour advance notification must be given). Cancellation of any Police details is the sole responsibility of the Contractor.

The traffic control shall be in strict adherence to the Manual of Uniform Traffic Control Devices to ensure the safety of the crew and motoring public. Personnel Protective Equipment shall be worn by any person working, or being within, the worksite.

### \* BOND & INSURANCE

The successful bidders for items listed below shall be required to obtain the following bonds and insurance:

1. A Payment bond for all labor and materials equal to 50% of the total amount bid for each item(s) to be awarded.
2. Certificate of Insurance as specified below:

### Insurance Requirements:

1. The contractor shall purchase and maintain such insurance as will protect the Contractor from claims set forth below which may rise out of a result from the Contractor's operations under the Contract, whether such operations be by itself or by any Subcontractors or by anyone directly or indirectly employed by any of them or by anyone for whose acts of them may be liable.
  - a) Claims under Workmen's compensation, disability benefit and other similar employee benefit acts.
  - b) Claims for damage because of bodily injury, occupational sickness, disease or death of its employees and claims insured by usual personal injury liability coverage.
  - c) Claims for damage because of bodily injury, occupational sickness, disease, or death of any person other than its employees and claims insured by usual personal injury liability coverage.
  - d) Claims for damages because of injury to destruction of tangible property, including loss of use resulting there from.
2. Certificates of Insurance acceptable to the Town shall be addressed to and filed with the Highway Superintendent prior to commencement of work. Renewal certificates shall be filed with the Highway Superintendent at least ten (10) working days prior to the expiration date of required policies.
3. No insurance coverage shall be subject to cancellation without thirty (30) days prior written notice forwarded by registered or Certified mail to the Highway Superintendent and shall be notified of the attachment or any restrictive amendments to the policies.

4. All Certificates of Insurance shall contain true transcripts from the policies, authenticated by the proper officer of the insurer, evidencing in particular those insured, the extent of the coverage, the location and operations to which the insurance applies and the expiration date.
5. The town of Townsend shall be named as an additional insured on the Contractors' Liability Insurance Policies.

Protective Liability Insurance

1. The Contractor shall purchase and maintain such insurance as will protect the Town of Townsend from claims, which may arise from operations under the Contract, including operations performed for the named insured's by independent contractors.
2. The Contractor shall purchase and maintain such insurance as will protect the town against Automobile non-ownership Liability in connection with the Contractor's operations under the Contract, whether such operations be by itself, by any subcontractor or by anyone directly or indirectly employed by any of them, or by anyone for whose acts any of them may be liable.
3. The above policies shall name the Town of Townsend as an insured, including its employees, agents and representatives.

\* PRICE ADJUSTMENT CLAUSE FOR CHAPTER 90 FUNDS

It is the intention of the Town to include a price adjustment in the award of this Contract for Bituminous Asphalt Concrete Type I (in place) only. This price adjustment shall be for Liquid Asphalt only.

For Liquid Asphalt to be paid as a 'differential' item then the Special Provision shall provide for a price adjustment formula for the affected item. This adjustment shall be based on the difference between the Base Price and the Period Price which shall be evaluated at the time of the project, but the price adjustments shall only be made if the cost change exceeds +/- 5 percent.

Depending on the prevailing market trends at the time of the payment this price adjustment may provide for additional compensation to the Contractor or may otherwise result in a repayment to the City. The increase or decrease in the value of the commodity during the applicable payment period in which the service was rendered shall be the determinant factor.

The Town of Townsend will refer to the Massachusetts Highway Department price adjustment tables as included in the bid package to establish the base price and will used for the actual price period.

DIFFERENTIAL FOR LIQUID ASPHALT

Description

Under this item a differential value shall be calculated and applied to the payment on a monthly basis. The differential value shall be based upon the amount of Liquid Asphalt contained in the total tare weight of bituminous concrete, supplied, delivered and installed in each respective calendar month.

Item 1 is to provide a structured means, whereby the cost of the Liquid Asphalt contained in

bituminous concrete is evaluated each calendar month, and under certain market conditions this value is adjusted either upward or downward to maintain a reasonable and continuous parity with the regional fluctuations that may occur in the price of this commodity.

IMPORTANT NOTE: An adjustment to the cost of the Liquid Asphalt component may result in an increase of payment if the market has trended upward, or it may otherwise result in a decrease of payment if the market for Liquid Asphalt has trended downward. Further, these adjustments do not compensate the Contractor for the entire cost of the bituminous concrete products consumed in the execution of this contract but only for the monthly differential value(s) which may occur with regard to the Liquid Asphalt component.

#### Method of Administration

In accordance with Chapter 303 Acts of 2008 the Town of Townsend shall use the most current 'new' pricing for Liquid Asphalt as indicated on the Mass Highway web site at the time of advertisement.

The value at the time of advertisement shall serve as the Base Price of Liquid Asphalt (BPLA). Subsequently, and during the course of the contract, the Period Price of Liquid Asphalt (PPLA) component shall be determined in the same manner and at the end of each respective calendar month, and if the PPLA has either increased or decreased by more than five percentage points (5%) relative to the BPLA index, the differential cost of the Liquid Asphalt component shall be paid for at the adjusted rate, otherwise no adjustment shall be made.

The Contractor is advised to verify these value standards and citations prior to placing their bid.

The differential value for the Liquid Asphalt component shall be calculated at the end of each calendar month and it shall be based upon the number of acceptable tons of bituminous concrete supplied, delivered and installed within that particular calendar month. This value shall be derived by applying a fixed factor to the tonnage of Liquid Asphalt that is contained in a single ton of bituminous top mix. (Note: In the event a contiguous delivery and paving operation spans several days but is performed in two separate months, the two separate Liquid Asphalt calculations shall be made.)

When a cost differential is applied it shall be inclusive of the five percent (5%) variation.

Immediately upon delivery of any bituminous concrete product, the Contractor shall furnish the Superintendent, or his/her designee, with a computer generated invoice that has been issued directly by the bituminous concrete batching plant. The invoice shall clearly show the tare weigh, type of bituminous concrete and the date of delivery for each load of bituminous concrete which is ultimately delivered and discharged. The plant issued tare/weight slips are to bear the name of the vendor and shall be surrendered to the Highway Department Agent-In-Charge immediately upon the delivery of the material. The town will have no obligation to pay for any errant slips which are forwarded after the delivery vehicle has exited the project site.



No upward Liquid Asphalt component adjustment will be made for any delivery and discharge which takes place beyond the completion date of the contract unless the Contractor's work has been delayed due to no fault of their own (i.e. Preparation work that must be performed by others before the Contractor can complete their own tasks in the contractually allotted time). Any such delay must be brought to the attention of the Highway Department Agent-In-Charge in a timely manner at which time the Agent shall investigate, verify and document the extenuating circumstances and inform the Contractor of his/her decision.

#### Method of Payment

Payment formula

BPLA = The Base Liquid Asphalt Cost Index on the bid release date. (\$/Ton of Liquid Asphalt)

PPLA = The Period Price for One Ton of Liquid Asphalt for the applicable calendar month in which it was delivered. (\$/Ton of Liquid Asphalt)

TBC = Total Tare Tons of bituminous concrete delivered and discharged in the applicable calendar months. (Tons)

.06 = Tons of Liquid Asphalt contained in One (1) Ton of 1 bituminous concrete (120 lbs. L.A./Ton Bit. Conc.)

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If a change in PPLA does not exceed +/- 5% relative to the BPLA then: No differential adjustment.

If a change in PPLA exceeds +/- 5% relative to the BPLA then:

$$(PPLA - BPLA \times TBC \times .06 = \text{Differential Value for Current Pay Period } \$)$$


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#### Basis of Payment

Under Item 1 the differential value for Liquid Asphalt contained in One (1) Ton of bituminous concrete used to complete the work under this contract shall be made in accordance with the Period Price index values for Liquid Asphalt posted for each calendar month in which the work was performed and relative to the Base Price as specified herein. Subsequently these values shall be factored in accordance with the above-noted formula.

The differential value for Liquid Asphalt shall be based upon a fixed mean value of six-hundredths (.06) Ton Liquid Asphalt contained in One (1) Ton of Type I-1 bituminous concrete, with said value differential being factored only on the number of tons of bituminous concrete actually used, verified and/or accepted by the engineer.

No adjustment shall be made for any material which is rejected or is deemed to be of an inferior quality. Nor shall any adjustment be made for Liquid Asphalt contained in any bituminous

## TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

concrete which is used to remedy any deficient work which was initially performed by the Contractor and/or vendor under this contract, and which is proven to be deficient and/or or inferior quality during and/or subsequent discharge.

The Contractor shall be responsible for disbursing the Liquid Asphalt cost adjustments to their subcontractors and/or their vendors.

Any questions may be directed to James Smith, Highway Superintendent, at (978) 597-1712 between the hours of 7:00 A.M. and 3:00 P.M., Monday through Friday.

Bidders must be pre-qualified in accordance with 720 CMR 5.00. For more information regarding this refer back to the Invitation for Bids, General Information and Bid Submission Requirements  
Bids shall clearly be marked on the outside of the bid envelope with the words BID and the appropriate material and bid item number.

# TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

## INVITATION FOR BIDS Fiscal Year 2025 (Option Years: FY26 and FY27)

### ATTACHMENT A - BID PRICING SHEET

#### BIDS TO BE AWARDED PER ITEM FY25

ITEM NO.	ITEM DESCRIPTION	QUANTITY	F.O.B. BID PRICE	DELIVERED BID PRICE	IN-PLACE BID PRICE	TOTAL PRICE
1	Milling Existing Road Surfaces	15,000 SY				
2	Washed Sand Winter Use	4000 CY				
3	Reclamation	20,000 SY				

#### FY26

ITEM NO.	ITEM DESCRIPTION	QUANTITY	F.O.B. BID PRICE	DELIVERED BID PRICE	IN-PLACE BID PRICE	TOTAL PRICE
1	Milling Existing Road Surfaces	15,000 SY				
2	Washed Sand Winter Use	4000 CY				
3	Reclamation	20,000 SY				

#### FY27

ITEM NO.	ITEM DESCRIPTION	QUANTITY	F.O.B. BID PRICE	DELIVERED BID PRICE	IN-PLACE BID PRICE	TOTAL PRICE
1	Milling Existing Road Surfaces	15,000 SY				
2	Washed Sand Winter Use	4000 CY				
3	Reclamation	20,000 SY				

The undersigned certifies under penalties of perjury that the information contained in the bid is accurate and complete.

Company Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Telephone No: \_\_\_\_\_  
 Fax Number: \_\_\_\_\_

Name (printed): \_\_\_\_\_  
 Signature: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

# TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

## INVITATION FOR BIDS Fiscal Year 2025 (Option Years: FY26 and FY27)

FY25

ITEM #4	ESTIMATED QUANTITY	UNIT	TOTAL COST
<p>DIFFERENTIAL FOR LIQUID ASPHALT</p> <p>(Informational Note: For the purpose of this program One (1) Ton of bituminous concrete shall contain six-hundredths (.06) Ton of Liquid Asphalt)</p> <p>The Base Price for Liquid Asphalt is:</p> <p>\$ _____ PER TON OF LIQUID ASPHALT</p> <p>Base Price Per Mass Highway</p>	N/A	N/A	<p>The Base Price (BBPC shown here shall be used to determine the monthly price Differential) (See Spec. Prov.)</p>

ITEM #4	ESTIMATED QUANTITY	UNIT	TOTAL COST
<p>ITEM 4 - Furnish and place Type I Bituminous concrete base course and top coat (with prior tack coat application)</p> <p>THE SUM OF:</p> <p>_____ DOLLARS</p> <p>AND _____ CENTS</p> <p>\$ _____ PER TON</p>	7,000	TON	\$ _____

The undersigned certifies under penalties of perjury that the information contained in the bid is accurate and complete.

Company Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Name (printed): \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Telephone No: \_\_\_\_\_

Fax Number: \_\_\_\_\_

# TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

## INVITATION FOR BIDS Fiscal Year 2025 (Option Years: FY26 and FY27)

FY26

ITEM #4	ESTIMATED QUANTITY	UNIT	TOTAL COST
<p>DIFFERENTIAL FOR LIQUID ASPHALT</p> <p>(Informational Note: For the purpose of this program One (1) Ton of bituminous concrete shall contain six-hundredths (.06) Ton of Liquid Asphalt)</p> <p>The Base Price for Liquid Asphalt is:</p> <p>\$ _____ PER TON OF LIQUID ASPHALT</p> <p>Base Price Per Mass Highway</p>	N/A	N/A	<p>The Base Price (BBPC shown here shall be used to determine the monthly price Differential) (See Spec. Prov.)</p>

ITEM #4	ESTIMATED QUANTITY	UNIT	TOTAL COST
<p>ITEM 4 - Furnish and place Type I Bituminous concrete base course and top coat (with prior tack coat application)</p> <p>THE SUM OF:</p> <p>_____ DOLLARS</p> <p>AND _____ CENTS</p> <p>(\$ _____ PER TON</p>	7,000	TON	\$ _____

The undersigned certifies under penalties of perjury that the information contained in the bid is accurate and complete.

Company Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Telephone No: \_\_\_\_\_  
 Fax Number: \_\_\_\_\_

Name (printed): \_\_\_\_\_  
 Signature: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

# TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

## INVITATION FOR BIDS Fiscal Year 2025 (Option Years: FY26 and FY27)

FY27

ITEM #4	ESTIMATED QUANTITY	UNIT	TOTAL COST
<p>DIFFERENTIAL FOR LIQUID ASPHALT</p> <p>(Informational Note: For the purpose of this program One (1) Ton of bituminous concrete shall contain six-hundredths (.06) Ton of Liquid Asphalt)</p> <p>The Base Price for Liquid Asphalt is:</p> <p>\$ _____ PER TON OF LIQUID ASPHALT</p> <p>Base Price Per Mass Highway</p>	N/A	N/A	<p>The Base Price (BBPC shown here shall be used to determine the monthly price Differential) (See Spec. Prov.)</p>

ITEM #4	ESTIMATED QUANTITY	UNIT	TOTAL COST
<p>ITEM 4 - Furnish and place Type I Bituminous concrete base course and top coat (with prior tack coat application)</p> <p>THE SUM OF:</p> <p>_____ DOLLARS</p> <p>AND _____ CENTS</p> <p>\$ _____ PER TON</p>	7,000	TON	\$ _____

The undersigned certifies under penalties of perjury that the information contained in the bid is accurate and complete.

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Telephone No: \_\_\_\_\_

Fax Number: \_\_\_\_\_

Name (printed): \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

# TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

## INVITATION FOR BIDS Fiscal Year 2025 (Option Years: FY26 and FY27)

### FY25

ITEM NO.	ITEM DESCRIPTION	QUANTITY	FOB		TOTAL BID PRICE
4	Bituminous Asphalt Concrete	1000 TN in-place			
5	Crack Sealing	25,000 LF			

### FY26

ITEM NO.	ITEM DESCRIPTION	QUANTITY	FOB		TOTAL BID PRICE
4	Bituminous Asphalt Concrete	1000 TN in-place			
5	Crack Sealing	25,000 LF			

### FY27

ITEM NO.	ITEM DESCRIPTION	QUANTITY	FOB		TOTAL BID PRICE
4	Bituminous Asphalt Concrete	1000 TN in-place			
5	Crack Sealing	25,000 LF			

The undersigned certifies under penalties of perjury that the information contained in the bid is accurate and complete.

Company Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Name (printed): \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Telephone No: \_\_\_\_\_

Fax Number: \_\_\_\_\_

TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

INVITATION FOR BIDS  
Fiscal Year 2025  
(Option Years: FY26 and FY27)

ATTACHMENT B - TAX COMPLIANCE AND NON-COLLUSION STATEMENT  
FY25

CERTIFICATION OF TAX COMPLIANCE

Pursuant to Mass General Laws, Chapter 62C, s. 49A, I certify under the penalties of perjury that, to my best knowledge and belief, am in compliance with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, withholdings and remitting child support.

\_\_\_\_\_  
Signature of Individual or Corporate

\_\_\_\_\_  
Social Security # (Voluntary)

\_\_\_\_\_  
Corporate Officer

\_\_\_\_\_  
Date

Approval of a contract or purchase order or any other agreement will not be granted unless this certification clause is signed.

Your social security number will be furnished to the Mass Department of Revenue to determine whether you have met filing or tax payment obligations. Providers who fail to correct their non-filing or delinquency will not have a contract or other agreement issued, renewed or extended. This request is made under the authority of the Mass General Laws, Chapter 62C, s. 49A.

NON-COLLUSION STATEMENT

Pursuant to Mass General Laws, Chapter 701 of the Acts of 1983, the undersigned certifies under the penalties of perjury that this bid is in all aspects bona fide, fair, and made without collusion or fraud with any other person. As used in this paragraph, the work "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

\_\_\_\_\_  
Signature of person bidding

\_\_\_\_\_  
Company

\_\_\_\_\_  
Name of person bidding - Please Print



TOWNSEND HIGHWAY DEPARTMENT INVITATION FOR BID

INVITATION FOR BIDS  
Fiscal Year 2025  
(Option Years: FY26 and FY27)

ATTACHMENT C - REFERENCE FORM

Bidder: \_\_\_\_\_

RFQ/IFB/RFP Title: \_\_\_\_\_

Bidder must provide three (3) references for contracts performed that are similar in size and scope to this Request for Bid.

Reference: _____	Contact: _____
Address: _____	Phone: _____
_____	Fax: _____

Description and date(s) of supplies or services provided: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

=====

Reference: _____	Contact: _____
Address: _____	Phone: _____
_____	Fax: _____

Description and date(s) of supplies or services provided: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

=====

Reference: _____	Contact: _____
Address: _____	Phone: _____
_____	Fax: _____

Description and date(s) of supplies or services provided: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## FY2025 Bid specifications

## RECLAMATION SPECIFICATIONS

## 1. PAVEMENT RECLAMATION

Scope of Work - This technical specification covers the furnishing of all labor, materials, testing, submittals, tools, and equipment necessary to reclaim bituminous roadways, as specified below, to form an asphaltic stabilized base.

Work under this item shall consist of pulverizing the in-place asphalt pavement and underlying material, spraying liquid calcium chloride on the pulverized mass, mixing and/or blending the material, spreading it, adding water as necessary, shaping and compacting the resultant mixture to lines and grades shown on the plans, ready to accept the bituminous concrete pavement.

Construction Methods - The existing road pavement shall be pulverized and mixed with the base course material existing in the roadway to a depth of 12 inches, or as directed by the Superintendent. The pulverization shall blend the asphalt and base material into a homogeneous mass, utilizing the asphalt acquired from the existing pavement as a stabilizer which shall bond the material together when compacted. After the first pulverization, two applications of calcium chloride totaling .75 square yards per square yard shall be applied. The aggregate mass shall then be pulverized again to ensure proper asphalt, gravel and calcium chloride blending to a depth of 12 inches, or as directed by the Superintendent. Initial rolling shall be done immediately following the second reclaimed pass. If additional fines are required the Contractor may be directed to add processed aggregate base. Water shall be applied during the entire operation to ensure optimum moisture at the time of compaction. After the material has been thoroughly worked as described above it shall be shaped and graded to the lines and elevations as indicated by the Superintendent.

The Contractor shall be responsible for coordinating work with DigSafe.

The work shall be constructed on no more than 1/2 the roadway width at any time to allow for the passage of through traffic. Access to properties within the project limits is to be provided as necessary. Maintenance and protection of traffic, dust control and daily clean-up throughout the project area shall be the responsibility of the Contractor.

If paving is not to be done immediately following the reclamation, then the pulverized mass, after the second reclaiming pass, shall be rolled, shaped and rough graded to allow passage of emergency vehicles and the traveling public, as approved by the Superintendent.

It is the Contractor's responsibility to coordinate the fine grading and final application of calcium chloride with the paving contractor.

Equipment Requirements - Reclamation will be by means of a traveling rotary reclaimer or equivalent machine capable of cutting through the 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 planers 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 subbases with large boulders or ledge. Existing bituminous concrete and gravel/aggregate base must be pulverized and mixed so as to form a homogeneous mass of uniformly processed base material, which will bond together when

compacted.

The distributor for calcium chloride shall be capable of applying liquid calcium chloride inaccurately measured quantities at any rate between 0.1 to 2.0 square yards per square yard of roadway surface at any length of spray bar up to 20 feet. The distributor shall be capable of maintaining a uniform rate of distribution of material regardless of change in grade, width or direction of the road. The distributor shall be equipped with a Digital Volumetric Accumulator capable of measuring square yards applied and distance traveled. The volume and measuring device shall be equipped with a power unit for the pump so that application is by pressure, not gravity. The spray nozzles and pressure system shall provide a sufficient and uniform fan shaped spray of material throughout the entire length of the spray bar at all times while operating, and shall be adjustable laterally and vertically. The spray shall completely cover the roadway surface receiving the treatment. Any puddling of the calcium chloride shall be removed prior to paving.

At least one 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 15 tons.

Measurement - Measurement for this item will be based on the number of square yards reclaimed, placed, graded, compacted, tested and accepted to the limits shown on the plans and accepted by the Superintendent.

Payment - Payment for this item will be based on the contract unit price per Square Yard, completed and accepted in place, including all labor, materials, testing, submittals, tools, and equipment necessary to complete the work as specified.

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RESURFACING SPECIFICATIONS

Scope of Work - Work under this item shall consist of furnishing hot mix asphalt composed of mineral aggregate and asphalt binder, mixed in a central mixing plant and placed on a prepared course in accordance with these specifications and conformance to the lines, grades, thickness and typical cross sections shown on the plans or as directed by the Superintendent. Where reference is made to MHD Standard Specifications, Form 1995 shall apply for section references; latest edition shall apply for specifications.

Each course shall be constructed to the depth, typical section, or elevation required by the contract and/or plans and shall be rolled, finished, and approved before the placement of the next course. Each course shall be placed to a smooth, dense and uniform appearance.

All driveways will have up to a five-foot apron entering the driveways when necessary.

Hauling Equipment - Trucks used for hauling hot mix asphalt mixtures shall have tight, clean smooth metal beds which have previously been cleaned of all foreign material. To prevent the mixture from adhering to them, the beds shall be lightly coated with a minimum amount of paraffin oil, lime solution, soluble oils or other approved material. When coating is applied, truck bodies shall be raised immediately prior to loading to remove any excess coating material in the truck bed. Containment of the excess anti-adhesive material may be required for environmental concerns depending on the type of anti-adhesive agent used. Each truck shall have a securely fastened, both front and rear, waterproof cover to protect the mixture at all times. The use of mesh type tarps will not be permitted. When necessary, so that the mixture will be delivered to the site at the specified temperature within 25°F of the approved JMF, truck beds shall be insulated.

Pavers - Pavers shall be self-contained, heated, power-propelled units with an automated controlled screed, and shall be capable of spreading and finishing courses of hot mix asphalt material which will meet the specified thickness, smoothness, and grade. Pavers used for shoulders and similar construction shall be capable of spreading and finishing courses of hot mix asphalt material in widths shown on the plans.

The paver shall have a receiving hopper of sufficient capacity to permit a uniform spreading operation.

The hopper shall be equipped with a distribution system to place the mixture uniformly in front of the screed. The hopper shall be maintained in excess of 25% volume of hot mix during normal paving operations thereby eliminating exposure of the drag slat conveyor. The screed assembly shall effectively produce a finished surface of the required evenness and texture without tearing, shoving, segregating or gouging the mixture.

The paver shall be capable of operating at forward speeds consistent with satisfactory laying of the mixture. The paver shall be maintained with non-worn reverse augers or kickback paddles at the center of the screed at the auger bearing box.

The paver shall be equipped with hoppers and distributing screws of the reversing type to place the mixture evenly in front of adjustable screeds. They shall be equipped with a quick and efficient steering device and shall have reverse as well as forward traveling speeds.

The paver shall employ mechanical devices such as equalizing runners, straight edge runners, eveners arms or other compensating devices to adjust the grade and confine the edges of the mixture to true lines. To construct tight longitudinal paving joints, the end gate, or an edge plate must be down just off the surface to ensure a light compaction and setup of the material on the joint. The paver shall be capable of spreading the mixture without segregation in layers to the depths and widths required. They shall be equipped with a single joint automated tracker device for proper matching of the elevation of longitudinal joints between adjacent strips or courses of the same thickness. Extensions shall contain auger and tunnel extensions if the end gate exceeds 18" from the end of the auger shaft. An approved device will be required for heating the screed to the temperature required for the laying of the mixtures without pulling or marring.

The term "screed" includes any device operated by cutting, crowding, or other practicable action, which is effective on the mixtures at permissible workable temperatures without tearing, shoving, or gouging and which produces a finished surface of the evenness and texture required.

Rollers - Rollers of the vibratory, steel wheel, oscillatory, and pneumatic-tired type may be used. They shall be in good condition, capable of reversing direction without backlash, and operating at slow speeds to avoid displacement of the hot mix asphalt. Static rollers shall be operated at speeds not to exceed 3 mph and vibratory rollers shall be operated at a minimum of 10 to 12 impacts/per foot in vibratory mode. The number, type, and weight of rollers shall be sufficient to compact the mixture to the required density while it is still in a workable condition.

The use of equipment which causes excessive crushing of the aggregate or that which does not produce a smooth, dense and uniform HMA mat will not be permitted.

The Contractor shall exercise great caution when using vibratory rollers so as not to cause damage to any infrastructure. Damage to any infrastructure will be the responsibility of the Contractor. The new Oscillation type rollers are acceptable for use for intermediate compaction and back rolling of HMA

## HMA CONSTRUCTION

Weather Limitations - The hot mix asphalt shall not be placed when weather conditions of fog or rain prevail or when the pavement surface or base shows signs of free moisture (film of water). When the surface temperature of the underlying course is less than 50°F, the estimated time available for compaction shall be provided by the Contractor to the Superintendent. The Superintendent and the Contractor shall determine if there is an adequate amount of time available to compact the mixture. The Contractor assumes responsibility for constructing the pavement to meet compaction and specification requirements.

The Superintendent will not permit work to continue when overtaken by sudden storms until the pavement surface shows no signs of free moisture. The material in transit at the time of shutdown will not be placed until the pavement surface shows no signs of free moisture, provided the mixture is within temperature limits as specified.

Tack Coat - Tack coat is required on all surfaces to be paved; this includes leveling, base or intermediate layers of HMA. Particular attention should be made during the application that the longitudinal joint areas be treated with no bare spots. Missing areas adjacent to the longitudinal joint area will require either re-application or localized hand work application as directed by the Superintendent.

Tack coat shall be applied at a residual binder amount on the pavement between 0.03 to 0.05 square yards

per square yard. This amounts to a very thin application that needs to be carefully applied.

Transporting, Placing and Finishing - HMA deliveries shall be scheduled so that placing and compacting of mixture is uniform with minimum stopping and starting of the paver.

Upon arrival, the mixture shall be placed to the full width by a hot mix asphalt paver. It shall be struck off in a uniform layer of such depth that, when the work is completed, it shall have the required thickness and conform to the grade and contour indicated. The speed of the paver shall be regulated to eliminate pulling and tearing of the hot mix asphalt mat. Unless otherwise permitted, placement of the mixture shall begin along the centerline of a crowned section or on the high side of areas with a one-way slope. The mixture shall be placed in consecutive adjacent strips having a minimum width of 10 feet except where edge lanes require less width to complete the area. The longitudinal joint in one course shall offset the longitudinal joint in the course immediately below by at least one (1) foot, however, the joint in the top layer shall be at the centerline of the pavement. Transverse joints in one layer shall be offset by at least two feet from transverse joints in the previous layer. The placement of the material along the longitudinal joint may be performed by setting the screed to overlap the first mat. The elevation of the screed above the surface of the first mat should be equal to the amount of roll-down expected during compaction of the new mat. The overlapped material shall be bumped by the lutes, if necessary, to optimize the density along the longitudinal joint. Under no circumstances should the overlapped material be broadcast across the mat. Excess material should be removed by hand. Transverse joints in adjacent lanes shall be offset a minimum of 10 feet.

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the mixture may be spread and luted by hand tools. When hand spreading is permitted, the mixture shall be distributed into place by means of hot shovels and spread with lutes in a loose layer of uniform density and correct depth. The use of rakes to spread the hot mix asphalt shall not be permitted. Loads shall not be dumped any faster than they can be properly handled by the shovelers and the shovelers shall not distribute the dumped load any faster than it can properly be handled by the luters. The luting shall be carefully and skillfully done to avoid segregation and so that, after the first passage of the roller over the luted mixture, no back patching will be necessary.

Compaction must immediately follow hand spreading such that specification density is achieved while the mixture temperature is above the manufacturers recommended compaction temperature for the performance graded binder.

The mixtures shall be placed and compacted only at such times as to permit the proper inspection and checking by the Superintendent.

The mixtures shall only be placed in the work when they can be efficiently and satisfactorily placed, compacted, smoothed, and made uniform in accordance with these specifications. Unless otherwise permitted by the Superintendent for special particular conditions, only machine methods of placing shall be used.

No mixture shall be placed unless the breakdown and intermediate rolling can be completed by the time the material has cooled to 150°F or that minimum compaction temperature specified by the binder manufacturer and provided that the density and uniformity of the completed pavement attains specification compliance.

No traffic of any kind shall be permitted on the HMA intermediate or HMA base when dirt or any other foreign substance may be tracked thereon.

Immediately after any course is screeded and before roller compaction is started, the surface shall be checked, any irregularities adjusted, any accumulation from the screed removed by rake or lute, and all fat spots in any course removed and replaced with satisfactory materials. Irregularities in alignment and grade along outside edges shall be corrected by the addition or removal of mixture before the edges are rolled. Indiscriminate casting of mix on the new screeded surface, where irregularities are not evident, shall not be permitted.

All hot mix shall be placed and compacted in such a manner as to ensure a continuous bond between the tacked hot mix pavement surfaces and obtain the required density.

Joints - The formation of all joints shall be made in such a manner as to ensure a continuous bond between the courses and obtain the required density. All joints shall have the same texture as other sections of the course and meet the requirements for smoothness and grade. When abutting a previously placed lane, the longitudinal joint should be rolled first followed by the regular rolling procedure.

Transverse Joints - The roller shall not pass over the unprotected end of the freshly laid mixture except when necessary to form a transverse joint. When necessary to form a transverse joint, it shall be made by means of placing a bulkhead or by temporarily tapering the course, in which case the edge shall be cut back to its full depth and width on a straight line to expose a vertical face. In both methods, all contact surfaces shall be given a coat of hot-pour rubberized asphalt sealer before placing any fresh mixture against the joint.

Compaction of HMA Mixture After Placing - The mixture shall be thoroughly and uniformly compacted by rolling. The surface shall be compacted as soon as possible when the mixture has attained sufficient stability so that the rolling does not cause undue displacement, cracking or shoving. The sequence of rolling operations and the type of rollers used shall be at the discretion of the Contractor. Rolling shall be initiated with the drive roll or wheel towards the paving machine. When rolling on steep grades, the previous procedure may need to be altered.

The speed of the roller shall, at all times, be sufficiently slow and of uniform speed to avoid displacement of the hot mixture and be effective in compaction. Any displacement occurring as a result of reversing the direction of the roller, or from any other cause, shall be corrected at once.

To prevent adhesion of the mixture to the steel roller, the drums or shall be kept properly moistened, cocoa mats kept clean and scrapers used, but excessive water will not be permitted. Pneumatic rollers shall be operated on adjacent pavement surfaces to get the tires warm to hot from friction, then moved to the fresh mat.

In areas not accessible to the roller, the mixture shall be thoroughly compacted with hand tampers and vibratory plate compactors.

Any mixture that becomes loose and broken, mixed with dirt, contains check-cracking, or in any way defective shall be removed and replaced with fresh hot mixture and immediately compacted to conform to the surrounding area. This work shall be done at the Contractor's expense. Skin patching shall not be allowed.

Surface Smoothness - The finished surfaces of the pavement shall be uniform in appearance, free from

irregularities in contour and texture and shall present a smooth-riding surface. Smoothness evaluation applies to all hot mix asphalt concrete roadways receiving 1.5" or more in plan (compacted) thickness of HMA pavement.

Tests for conformity with the specified crown and grade shall be made by the Contractor immediately after initial compaction. Any variation shall be corrected by the removal or addition of materials and by continuous rolling.

The finished surface of the pavement, when measured with a 10-foot straightedge, shall not vary more than 1/4 inch for the surface course and 3/8 inch for the intermediate course measured perpendicular and parallel to the centerline.

After the completion of final rolling, the smoothness of the course shall again be tested; humps or depressions exceeding the specified tolerances shall be immediately corrected by removing the defective work and replacing with new material, as directed by the Superintendent. This shall be done at the Contractor's expense.

Skin patching will not be permitted.

When profile corrections are required, the Contractor shall use one or more of the following corrective methods:

- a. Removing and replacing the entire pavement thickness;
- b. Diamond grinding or micro milling;
- c. Overlaying (not patching) with the specified surface course;
- d. Removing the surface by milling and applying a lift(s) of the specified course(s);
- e. Use of other methods that will provide the desired results;

The corrective method(s) chosen by the Contractor shall be performed at the Contractor's expense, including all necessary equipment and traffic control. Areas of removal and replacement shall be removed the full width of the lane. The removal areas shall begin and end with a transverse butt joint which shall be constructed with a transverse saw cut perpendicular to the centerline. Replacement materials shall be placed in sufficient quantity so the finished surface will conform to grade and smoothness requirements. The corrective area shall conform to all material and density specification requirements. When the corrective work consists of an overlay, the overlay shall cover the full width of the pavement including shoulders. The area overlaid shall begin and end with a transverse butt joint which shall be constructed with a transverse saw cut and asphalt removal. All materials shall meet contract requirements. The overlay shall be placed so the finished surface will conform to grade and smoothness requirements. The overlaid area shall be compacted to the specified density.

Opening to Traffic - No vehicular traffic or loads shall be permitted on the newly completed pavement until adequate stability has been attained and the material has cooled sufficiently to an internal temperature of 140°F or less. If the climatic or other conditions warrant the period of time before opening to traffic may be extended at the discretion of the Superintendent.



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RANDOM-CRACK SEALING BY FIBER REINFORCED METHOD

SCOPE OF WORK

The work covered by this section of the specification consists of furnishing all plant, labor, equipment and materials necessary to perform all operations in connection with the cleaning and sealing of construction and random cracks in bituminous concrete pavements, and vegetation removal and sterilization of cracks where necessary.

1. MATERIAL

Crack sealer shall be an asphalt-fiber compound designed especially for improving strength and performance of the parent asphalt sealant.

Asphalt Sealant shall be a grade PG 58-28 (formerly AC-10), PG 64-22 or PG 64-28 (formerly AC-20) with a penetration of 75-100.

Fiber reinforcing materials shall be short-length polyester fibers having the following properties.

Length----- 7 mm.

Diameter----- 0.0008 inch plus or minus 0.0001 inch

Specific Gravity----- 1.32 to 1.40

Melt Temperature----- 480 degrees F. minimum

Ignition Temperature----- 1000 degrees F. minimum

Tensile Strength----- 75,000 PSI plus or minus 5,000 PSI

Break Elongation----- 33% plus or minus 9%-----They are fully drawn

Asphalt-Fiber compound shall be mixed at a rate of 6-8% fiber weight to weight of asphalt cement. This compound having the same chemical base provides compatibility and exhibits excellent bond strengths. The fiber functions to re-distribute high stress and strain concentrations that are imposed on the sealant by thermal sources, traffic loading, etc.

The Bidder must submit the name and manufacturer of the Crack Sealant intended for use on the job.

2. EQUIPMENT

Equipment used in the performance of the work required by this section of the specification shall be subject to the engineer and maintained in a satisfactory working condition at all times.

Air Compressor: Air compressors shall be portable and capable of furnishing not less than 100 cubic feet of air per minute at not less than 90 lbs. per square inch pressure at the nozzle. The compressor shall be equipped with traps that will maintain the compressed air free of oil and water.

Manually operated, gas powered air-broom or self-propelled sweeper designed especially for use in cleaning highway and airfield pavements shall be used to remove debris, dirt, and dust from the cracks.

Hand tools shall consist of brooms, shovels, metal bars with chisel shaped ends, and any other tools which may be satisfactorily used to accomplish this work.

Melting Kettle: The unit used to melt the joint sealing compound shall be double boiler, indirect fired type. The space between the inner and outer shells shall be filled with a suitable heat transfer oil or substitute having a flash point of not less than 600 degrees F. The kettle shall be equipped with a satisfactory means of agitating the joint sealer at all times. This may be accomplished by continuous stirring with mechanically operated paddles and/or by a continuous circulating gear pump attached to the heating unit. The kettle must be equipped with thermostatic control calibrated between 200 degrees F. and 550 degrees F.

### 3. PREPARATION OF CRACKS

Debris Removal: All cracks shall be blown clean by high pressure air. All old material and other debris removed from the cracks shall be removed from pavement surface immediately by means of power sweepers or hand brooms or air brooms.

Vegetation: When cracks show evidence of vegetation, it shall be removed and sterilized by use of propane torch unit generating 2000 degrees F. and 3000 foot/second velocity to eliminate all vegetation, dirt, moisture and seeds.

General: No crack sealing material shall be applied in wet cracks or neither where frost, snow or ice is present nor when the ambient temperature is below 25 degrees F.

### 4. PREPARATION AND PLACEMENT OF SEALER

Joint sealing material shall be heated and applied at a temperature specified by the manufacturer and approved by the engineer. Minimum application temperature shall be 320 degrees F.

Sealer shall be delivered to the pavement surface through a pressure hose line and applicator shoe. The shoe width and over banding area shall not exceed three inches (3") in diameter. When traffic requires immediate use of the roadway, a boiler slag aggregate shall be broadcast over cracks to prevent sealer pickup.

### 5. WORKMANSHIP

All workmanship shall be of the highest quality, and excess of spilled sealer shall be removed from the pavement by approved methods and discarded. Any workmanship determined to be below the high standards of the particular craft involved will not be accepted, and will be corrected and/or replaced as required by the engineer in charge.

### 6. PERFORMANCE

It is the intentions of the Public Agency not to award a contract for this work under this or any other proposal if the bidder cannot furnish satisfactory evidence that he has the ability and experience to perform this class of work and that he has sufficient capital and equipment to enable him to prosecute the work successfully and to complete it within the time named in the contract; and the Public Agency reserves the

right to reject this or any other proposal or to award the contract as is deemed to be in the best interest of said Public Agency.

Properly formulated and mixed asphalt fiber compound over banding shall not expand beyond four inches (4") in width due to temperature or traffic compression after placement by contractor. Penalties will be imposed upon the contractor for expansion of the over banding beyond four inches (4").

The contractor must submit with his bid proposal a list of six (6) jobs which he has successfully completed, giving the name and the address of these projects so they can be investigated prior to the award of the contract.

The Owner will require the contractor to successfully perform a 200 foot test strip in the field prior to commencing work under the contract.

Manufacturer's certificate of material compliance will be furnished to the Owner certifying conformance to the above material specifications.

## 7. ESTIMATED QUANTITIES

All work or materials required by these specifications will be provided on an as needed basis. The nature and magnitude of work generated under this contract may vary significantly. An increase or decrease in the quantity for any item shall not be regarded as a cause for an increase or decrease in the price. The Town of Townsend reserves the right to increase or decrease the quantities of all items. The approximate quantities provided will be used primarily to establish the lowest responsible and eligible bidder for each item or group of items to be awarded, and should only be used as a guideline and not as a guarantee of future activity.

## 8. MEASUREMENT AND PAYMENT

Measurement for this bid unit shall be by the linear foot and shall be the actual number of square yards of sealer applied to the pavement. Payment shall be at the unit price bid in the proposal and shall be complete payment for the entire item including furnishing, preparation and placing of materials, labor and equipment to be used on this project.

Expansion of the over band by traffic or weather will result in a penalty equivalent to the ratio of the expansion to the over band. (Example: A one inch (1") expansion of a four inch (4") over band will result in a 25% reduction in the number of square yards paid.)

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## MILLING SPECIFICATIONS

### SUMMARY OF WORK

The work under this contract is for the removal and immediate off-site disposal of 2.0" to 3.0" bituminous concrete by cold-planing methods.

Notice #1: The quantities represented in this Invitation for Bid are dependent on Mass D.O.T. Chapter 90 funding. Any quantities listed in this Invitation for Bid May be revised at the time of the bid award.

Notice #2: The work under this contract is to be performed in conjunction with a separately issued paving contract therefore the scheduling of this work shall be at the discretion of the Highway Superintendent. The intent is to ensure that the work under this contract is performed immediately before the aforementioned paving process. The successful bidder must be ready, willing and able to accommodate the Town of Townsend in the scheduling and/or coordination of this work.

B. In addition the work under the contract includes:

1. The restoration of any items damaged or destroyed by encroaching upon areas outside the Project Site.
2. All labor, materials, tools, and equipment necessary to do all the work required for the completion of each item as specified, which shall limited not only to the exact intent mentioned, but shall include incidental work necessary or customarily performed for the completion of that item.
3. The Contractor shall be responsible for coordinating work with DigSafe.
4. The Contractor shall be responsible for the cost of hiring an off duty police officer (s) for traffic control when and where necessary.

C. The Proposed Contract Price shall be complete costs, including overhead, profit, insurance, transportation, and all other costs connected with, or incidental to the work described.

### DESCRIPTION OF WORK

- The work to be done under this contract consists of removing bituminous concrete along the designated roadway, from within adjacent intersections, from around various roadway

structures, and/or along shoulder areas by self-propelled cold-planers and/or by supplemental cold-planing methods.

- The work requires cold planing to a minimum depth of three (3.0) inches up to a maximum depth of four (4.0) inches across the entire existing bituminous roadway surface, inclusive of the area(s) immediately around and about all existing castings, in addition to adjacent roadway intersection areas as designated and/or as otherwise pre-approved by the Highway Superintendent. Further, the cold-planing operation shall also be used, from time to time as the Highway Superintendent May direct, to re-profile the cross-section of the existing roadway in order to alleviate drainage problems, to transition the pavement surfaces, and/or to eradicate other roadway imperfections.
- All excavated/milled material shall become the property of the Town of Townsend. The Contractor shall be responsible for the immediate removal and subsequent legal disposal of the material at the Highway Department located at 177 Main Street. In addition, any such work shall be done in an environmentally proper manner, inclusive of controlling both dust and debris.
- Under this item the Contractor is to work closely with the Highway Superintendent to layout, coordinate and schedule the cold-planing operation which shall be determined on a week to week basis in order to best meet the needs of the paving program which shall be done under a separate contract.

## EQUIPMENT

1. No cold-planing shall be performed before 7:00 A.M. In addition no weekend or holiday work will be allowed unless special permission is granted.
2. The cold-planer, and any other motorized vehicular equipment, shall be equipped with taillights, headlights, and necessary reflectors so that they can be operated in traffic with complete safety.
3. The cold-planing machine shall be designed and built for planing flexible pavement and possess the added ability to plane cement concrete patches when encountered in bituminous pavement. It shall be self-propelled and have the means for planing, without tearing or gouging, the underlying surface, and the cold planing machine shall also have the inherent ability to directly convey the cold planed material into trucks as the operation commences. Variable lacing patterns shall be provided to permit a rough grooved surface, or smooth surface as directed by the Highway Superintendent. The machine shall be capable of being operated at speeds from 10 to 40 feet per minute, and designed so that the operator can at all times observe the planing operation without leaving his control area.
4. The cold-planing machine shall be adjustable as to crown and depth. The equipment shall be demonstrated to have been operated successfully on similar work completed prior to the award of this contract.

5. (The equipment furnished by the Contractor shall be in good repair and shall be maintained so as to produce a clean cut into the pavement at all times
6. The cold-planer must be equipped with an elevating device capable of loading planed material directly into dump trucks while operative and with all necessary safety devices such as flashing lights and back-up signals so as to operate in traffic with complete safety.
7. Supplemental equipment of a smaller scale, capable of performing cold-planing functions around and about roadway structures, and/or other similar areas which are not commonly accessible to the primary cold-planing machinery, shall be utilized by the Contractor to 'detail' the work zone and to ultimately complete the cold-planing operation.
8. Cold-planers mounted on pneumatic tires will not be employed except for trimming and clean-up operations.
9. Dust control equipment on the cold-planer must comply with EPA air quality standards. The equipment shall meet the standards set by the Air Quality Act for noise and pollution.
10. The Contractor shall demonstrate to the satisfaction of the Highway Superintendent that the equipment, crew and construction methods he intends to use are capable of completing the work in accordance with these specifications and within the time allotted.
11. The Contractor is advised that under certain conditions ( i.e. bus traffic, emergency vehicle access, arterial roadways, etc.) vehicular traffic flow must be maintained, therefore the Contractor must be prepared to accommodate vehicular travel throughout the project zone for the entire duration of the project while these process' are underway as it shall not be impaired.
12. No roadway cold-planing is to be undertaken until the Contractor has established construction signs and/or safety devices around and about the project zone periphery. To that end the Contractor shall not commence operations until he has verified that semi-permanent signs (i.e. 'Road Under Construction') and/or daily signing (i.e. 'Detour') has been appropriately established. The Contractor shall also be responsible for establishing supplemental signage, and/or safety devices, as he deems necessary in order to further provide for the safety of the pedestrian and the motoring public, as well as for affording him the opportunity of moving his cold-planing process forward without interruption. Under this clause the Contractor shall work closely with the Town of

Townsend Agent or Officer in order to coordinate the signing activities in a timely and reasonable manner. Said devices shall conform to the Temporary Traffic Control section of the most recent version of the Manual on Uniform Control Devices (MUTCD). Further, due to the nature of this work, the Contractor shall be required, from time to time, to erect, move, relocate, repair, and/or to remove at days end, any site sign in order to either expedite his work or to otherwise accommodate the safety and/or delineate the project

zone and/or its active or inactive detour status and route line, and this work shall be done either at his discretion and/or at the request of a Town of Townsend Agent(s) or Officer. Non-compliance with any such request, as herein described, shall be grounds for the Town to halt work until such remedial measures have been taken, and any such loss of time by the Contractor shall be at his own expense.

13. Prior to the cold-planing process, the Contractor is to install an approved geotextile fabric under all catch basin grates, and is to supplementary cover all existing catch basin grates with approved steel plates, so that no soil and/or milled material enters into the structure, however at no time are the catch basins to be placed fully out of service. In the event milled material does enter into the structure then the Contractor shall immediately clean the unit to the satisfaction of the Highway Superintendent. Once the milling has been completed, and the roadway leveled, then the Contractor is to remove the plates from the catch basin structures.
14. Once the cold-planing process has begun the Contractor is obliged to carry this effort forward without interruption, yet in accordance with all work hour restrictions unless otherwise directed by the Highway Superintendent.
15. The three (3.0) inch cut to a pre-determined grade and/or profile, or any other specified depth, shall be made in one pass. To that end the cold-planing machine shall be adjustable with regard to both crown and depth. The equipment shall be demonstrated to have been operated successfully on similar work completed prior to the award of this contract.
16. Cold-planing operations shall not be limited to just the primary roadway surface, but shall also extend into the adjacent intersections as well. The limit of this work shall be determined 'in the field' by the Highway Superintendent so as to best meet the existing conditions and to further provide for a smooth pavement transitioning.
17. The milled or planed surface shall conform generally to the grade and cross slope required to best meet the prevailing roadway grade conditions and such milled work shall be free from tears, gouges, breaks, or excessive grooves. The surface shall be free of imperfections that will prevent the milled or planed surface from being resurfaced with new pavement subsequent to this operation. Surface texture shall be as specified by the Highway Superintendent and shall provide acceptable rideability for traffic in the event that resurfacing is delayed. The minimum width of pavement planed in each pass shall be approximately seventy-two (72) inches except in areas to be trimmed and edged, inclusive of shoulder areas.
18. The Contractor shall exercise caution while cold-planing in the vicinity of roadway structures and therefore shall not damage any roadway structure and/or casting during the course of these cold-planing operations. Any damage shall be repaired at the Contractors expense and to the satisfaction of the Highway Superintendent.

19. The milled material (including material removed by other means) shall be immediately removed from the site by means of discharging the milled material directly into trucks. All residual milled material is to be initially power-broomed from the roadway, followed by a hand-brooming, so that no residual material remains on the roadway surface upon completion of the milling process. When working adjacent to traffic, the Contractor shall immediately remove material that is spilled on the traveled way. The contractor shall be responsible for all clean-up work along gutters, around castings and along the entire roadway.
  20. Prior to opening an area which has been milled to traffic, the pavement shall be thoroughly swept with a sweeper. The sweeper shall be equipped with a water tank and be capable of removing the millings and loose debris from the surface. Other sweeping equipment may be provided in lieu of the sweeper where acceptable by the Engineer.
  21. Any milled area that will not be exposed to live traffic for a minimum of 48 hours prior to paving shall require a vacuum sweeper truck in addition to, or in lieu of, mechanical sweeping. The vacuum sweeper truck shall have sufficient power and capacity to completely remove all millings from the roadway surface including any fine particles within the texture of the milled surface. Vacuum sweeper truck hose attachments shall be used to clean around pavement structures or areas that cannot be reached effectively by the main vacuum. Compressed air may be used in lieu of vacuum attachments if approved by the Engineer.
- (aa) Where proposed paving is to be started or ended at the project limits, a cut shall be made to a depth of three (3.0) inches. The end station cut shall be dressed to a clean vertical edge and a temporary asphalt ramp shall be installed. All loosened material shall be promptly removed prior to returning traffic to the cold-planed surface.
- (ab) Immediately upon completion of the cold planing (i.e., 'detailing') operation performed around and about manholes, catch basins and exposed roadway structures THE CONTRACTOR SHALL APPLY A BRIGHT RIBBON OF ORANGE FLUORESCENT PAINT on the projecting face of the manhole casting, such that oncoming traffic is made aware of the castings presence. In the event the cold-planing operation has caused any casting to project more than one and a half (1 ½) inches above the milled surface of the roadway then the Contractor shall also minimally provide either a stabilized three foot (3) high traffic cone on the casting, in addition to the paint, until such time as other remedial measures can be taken, or a Manhole Protector Ring is retrieved, deployed and installed under Item 2.

#### METHOD OF MEASUREMENT

1. Measurement shall be by the square yard of roadway surface area actually cold-planed with no deduction being made for roadway castings.

#### BASIS OF PAYMENT



2. The Contractor will be paid the contract unit price per square yard for cold-planing the bituminous concrete pavement and for immediately loading the milled and/or hand cleared material onto trucks and disposing of the material(s) at an off-site location, for 'detailing' the project zone around and about manholes, curbs etc., and for cleaning the roadway, which unit price shall include full compensation for all labor materials, tools and equipment, and all incidentals necessary to complete the work under this Item, as directed by the Highway Superintendent, and as specified herein.