

CITY OF DERBY

BITUMINOUS CONCRETE PAVING IMPROVEMENTS

SUMMER/FALL 2023

**MILLING, PAVING AND CATCH BASIN TOP
REPLACEMENT**

RFP + BIDDING DOCUMENTS



**BIDS DUE BY May 1, 2023, Noon to the City of Derby's
Mayor's Office, 106 Elizabeth Street, Derby, Connecticut,
06418**

OR by email to: wmayhew@derbyct.gov

TABLE OF CONTENTS

ITEM

Construction Narrative

Notice to Contractors

Request for Proposals

Proposal Form

Construction Specifications

CONSTRUCTION NARRATIVE

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The City of Derby is requesting bids from qualified contractors to complete road paving improvements of up to thirty-three roads and up to 16 catch basin tops located in the City of Derby. The selected contractor will be under contract with and be paid by the City of Derby. All bids shall be submitted using the proposal forms included in this bid package. All work shall be conducted in accordance with technical specifications in this bid package and prevailing industry standards.

Contractors are responsible for visual inspection of the roads to be paved. Contractors are responsible for understanding site conditions and constraints prior to bidding. Contractors are responsible for measuring all of the distances to be paved prior to bidding.

Listed below are the thirty-three roads for paving improvements that will be completed:

[SEE NEXT PAGE FOR LISTING OF ROADS]

CITY OF DERBY

MILL AND OVERLAY AREA LIST DATED OCTOBER 13, 2022

April 6, 2023

		Limits	Length	Length	Width	Area
	Original List		Miles	Feet	Feet	SF
1	General Wooster Road		0.35	1,848	36	66,528
2	David Humphrey Road	Kings Ct. to Sodom Lane	0.7	3,696	30	110,880
3	High Street			2,745	22	60,390
4	Silver Hill Road	Derby Neck Rd. to City line		4,220	26	109,720
5	Cherry Street		0.1	528	26	13,728
6	Chatfield Street			3,850	30	115,500
7	Fifth Street	Olivia St. to Caroline St.	0.1	528	20	10,560
8	Buckingham Road	Rte. 34 to Seymour Town line	0.3	1,584	25	39,600
9	Clark Avenue	#21 to end	0.1	528	18	9,504
10	E-Street	Grove St. to Hawthorn Ave.	0.1	528	23	12,144
11	Ferrara Court			330	20	6,600
12	John Street	Sodom Lane to #31		570	20	11,400
13	North Avenue		0.23	1,214	23	27,931
14	Sentinel Hill Road	#18 to #195	0.4	2,112	23	48,576
15	Torrance Avenue			315	20	6,300
16	Valley View Avenue			500	20	10,000
17	Coppola Terrace			1,215	32	38,880
18	Fairview Terrace			790	32	25,280
19	Lewis Street			680	28	19,040
20	Maple Avenue			1,110	26	28,860
21	Summit Street			1,740	24	41,760
22	Mohawk Avenue			1,480	26	38,480
23	Spring Street			800	32	25,600
24	Summer Street			310	30	9,300
25	Joyce Avenue			1,100	32	35,200
26	Donna Avenue			580	28	16,240
27	Patty Ann Terrace			690	26	17,940
28	Danielle Court			630	32	20,160
29	Ashwood Terrace			790	20	15,800
30	Burtville Avenue			890	30	26,700
31	Elm Street			420	24	10,080
32	Cedar Street			160	22	3,520
33	Anson Street			680	28	19,040
	Subtotal			39,161	LF	1,051,241
				7.4	Miles	SF

NOTES:

1. Millings are to be removed from each job site by the contractor.
2. Asphalt design mix shall conform to HMA S0.375, Level 2, conforming to the requirements of Sections 4.06 and M.04 of the Standard Specifications.
3. All work shall be performed in accordance with the Standard CTDOT Specifications (Form 818).
4. Contractor shall street sweep area of all dirt and debris.
5. Contractor shall apply tack coat on all roads.
6. Contractor shall repair any driveway aprons damaged during paving operations.
7. Contractor shall reconstruct driveway aprons to match new pavement elevations, where necessary.
8. Contractor must adhere to all Contractor Specifications and Notice to Contractors contained within these bid documents.
9. The City has the right, at its discretion, to accept or reject any and all bids in the interest of the City of Derby.
10. Contractor must adhere to all City laws, ordinances and regulations, and the laws and statutes of the State of Connecticut.
11. It is assumed that City will provide topsoil and turf establishments behind proposed curbs.
12. The project includes the replacement of the tops of up to 16 catch basins.

NOTICE TO CONTRACTORS

NOTICE TO CONTRACTOR - PROSECUTION AND PROGRESS

All work shall be performed Monday through Friday between the hours of 7:00 a.m. and 4:00 p.m. Work shall not be performed on Saturday or Sunday without prior approval of the Engineer. Work shall not be performed on any holidays recognized by the State of Connecticut.

It is anticipated that road closures may be required to effectively perform the work. The Contractor shall give a minimum 7-days advance notice prior to such road closures and shall provide a proposed detour plan for approval. During the allowable period and when the Contractor is actively working, the Contractor will be permitted to maintain and protect an alternating one-way traffic operation. In such situations, a minimum of 1 lane not less than 10 feet in width and no more than 300 feet in length shall be provided.

All work shall be performed in accordance with pertinent City ordinances.

REQUEST FOR PROPOSALS

REQUEST FOR PROPOSALS

ATTN: Walter Mayhew
Office of Derby's Chief of Staff
City of Derby
106 Elizabeth Street
Derby, CT 06418

PROJECT: Bituminous Concrete Paving Summer/Fall 2023

The undersigned declares he/she has carefully examined the Information for Bidders, Proposal Form, Specifications and any other documents and sites of work for the referenced project and hereby proposes to finish all labor, and equipment and perform all work necessary to complete project in strict accordance with requirements of the Proposal and Contract Documents.

[SEE NEXT PAGE FOR PROPOSAL WORKSHEET]

BITUMINOUS CONCRETE PAVING IMPROVEMENTS

MILLING, PAVING AND CATCH BASIN TOP REPLACEMENT

DERBY, CONNECTICUT

DUE: _____, 2023

PROPOSAL

Contractor: _____				
CDOT ITEM	QUANTITY	ITEM DESCRIPTION	UNIT PRICE	EXTENDED TOTAL
0406172	14,000 Ton	HMA S0.375	\$	\$
0406236	11,700 Gallon	Material For Tack Coat	\$	\$
0409001	117,000 Square Yards	Fine Milling of Bituminous Concrete (0" to 4")	\$	\$
0586001.10	16 Each	Type 'C' Catch Basin Top	\$	\$
0815001	7,900 Linear Feet	Bituminous Concrete Lip Curbing	\$	\$
0970006	1 Estimate	Trafficperson (Municipal Police Officer)	\$50,000.00	\$50,000.00
		TOTAL BASE BID	\$	\$50,000
		Signature of Company Representative	Date	
		Printed Name and Title:		
		Company Name:		

PROPOSAL FORM

BIDDER'S PROPOSAL FORM

Bidder's legal business name: _____

Bidder's principal office address: _____

State in which bidder is incorporated/ organized: _____

Date of incorporation / formation: _____

Address from which bidder's forces will be mobilized: _____

The names and residential address, titles of bidder's principal officers, members, managers or owners are as follows:

NAME	RESIDENCE ADDRESS	TITLE
_____	_____	_____
_____	_____	_____
_____	_____	_____

The undersigned is duly authorized to execute this proposal on behalf of the bidder and hereby designates the following individual as the bidder's contact person for all purposes related to this proposal.

Name	Title	E--Mail	Mobile Phone

Signature of Authorized Representative

Name: _____

Title: _____

CONTRACTOR NAME:

By _____, Its

CONSTRUCTION SPECIFICATIONS

ITEM #0406000A - MILLING AND OVERLAY

Description:

This work shall consist of the milling, removal, and disposal of existing bituminous concrete pavement to a nominal 2” depth, application of a tack coat, and placement of hot-mix asphalt to a nominal 2” depth. Work shall be performed in accordance with these specifications and the Standard Specifications (Form 818).

At least 30 days prior to start of the work, the Contractor shall submit to the Engineer for approval a detailed Quality Control Plan. At a minimum the submittal shall include the Plan Manager/ Paving Superintendent, Process Control Technician/ Paving Foreman, Quality Control measures, material source(s), and Best Paving Practices and equipment.

Unless otherwise specified, the milled material shall become the property of the Contractor.

Materials:

Materials for this work shall consist of the following:

Hot-Mix Asphalt (specifically HMA S0.375, Level 2) conforming to the requirements of Sections 4.06 and M.04 of the Standard Specifications.

Tack coat conforming to the material requirements for tack coat in Sections 4.06 and M.04 of the Standard Specifications.

Equipment:

Equipment for this work shall include, but is not limited to, the following:

Milling machine – A milling machine designed and built for milling HMA pavements. It shall be self-propelled with sufficient power, traction, and stability to maintain depth.

The milling machine shall be equipped with a built-in automatic grade control system that can control the longitudinal profile and the transverse cross-slope to produce the specified results. The longitudinal controls shall be capable of operating from any longitudinal grade reference, including string line, ski (30 feet minimum), mobile string line (30 foot minimum), or matching shoe. The transverse controls shall have an automatic system for controlling cross-slope at a given rate. The rotary drum of the machine shall utilize carbide tip tools spaced not more than 0.3 inches (8mm). The forward speed of the milling machine shall be limited to no more than 45 feet/minute. It shall be designed so that the operator can at all times observe the milling operation without leaving the control area of the machine.

The tools on the revolving cutting drum must be continually maintained and shall be replaced as warranted to provide a uniform pavement texture.

The machine shall be equipped with an integral pickup and conveying device to immediately remove material being milled from the surface of the roadway and discharge the millings into a truck, all in one operation. The machine shall also be equipped with a means of effectively limiting the amount of dust escaping from the milling and removal operation in accordance with local, State, and Federal air pollution control laws and regulations.

When milling smaller areas or areas where it is impractical to use the above-described equipment, the use of a smaller or lesser equipped milling machine may be permitted when approved by the Engineer.

Sweeper – A sweeper equipped with a water tank, spray assembly to control dust, a pick-up broom, a dual gutter broom, and a dirt hopper shall be provided by the Contractor. The sweeper shall be capable of removing millings and loose debris from the textured pavement. A hand broom is acceptable for smaller areas when approved by the Engineer. Other sweeping or vacuum type equipment may be provided in lieu of the sweeper where acceptable by the Engineer.

Paving and compaction equipment – All equipment used to place and compact the hot-mix asphalt shall meet the requirements of Section 04.06.03 of the Standard Specifications. Also, due to the nature of this work, it is expected that some of the placement of hot-mix asphalt may require hand work.

Construction Methods:

The existing pavement surface shall be removed to the line, grade, and typical cross-section shown on the plans. The milling and overlay operations shall proceed in accordance with the requirements of the “Maintenance and Protection of Traffic” and “Prosecution and Progress” specifications, inclusive of placement of pavement markings.

The milled surface shall provide a satisfactory riding surface with a uniform textured appearance. The milled surface shall be free from gouges, excessive longitudinal grooves and ridges, oil film, and other imperfections that are a result of defective equipment, improper use of equipment, or poor workmanship. Any unsatisfactory surfaces produced are the responsibility of the Contractor and shall be corrected at the Contractor’s expense and to the satisfaction of the Engineer. Any observed cracking or deterioration to the underlying pavement structure shall be evaluated by the Engineer prior to placement of new asphalt.

When removing a bituminous concrete pavement from an underlying Portland cement concrete pavement, all of the bituminous concrete pavement shall be removed to the greatest extent practicable, leaving a uniform surface of Portland cement concrete, unless otherwise directed by the Engineer.

Unless otherwise specified, milling shall be done to improve rideability and/or cross-slope. The existing pavement shall be removed to the nominal 2” depth shown on the plans, in a manner that will restore the pavement surface to a uniform cross-section and longitudinal profile. The longitudinal profile of the milled surface shall be established by a stringline, mobile stringline, or mobile ski. The cross-slope of the milled surface shall be established by a second sensing device or by an automatic cross-slope control mechanism. The Contractor will be responsible for providing all grades necessary to remove the material to the proper line, grade, and typical cross-section shown on the plans. The Engineer may waive the requirement for automatic grade or slope controls where the situation warrants such action. Special care and protection shall be provided around existing catch basin inlets, curbing, manholes, utility valve boxes, and any similar structures. Any damage to such structures as a result of work operations is the Contractor’s responsibility and shall be repaired at the Contractor’s expense.

To prevent the infiltration of milled material into the storm sewer system the Contractor shall take special care to prevent the milled material from falling into the inlet openings or inlet grates. Any milled material that has fallen into inlet openings or inlet grates shall be removed at the Contractor’s expense.

At all permanent limits of milling, a clean vertical face shall be established prior to placement of new asphalt. All permanent transverse joints shall be formed by saw-cutting to the required depth. Tack coat shall be applied to the sawn face immediately prior to placement of asphalt. If any vertical face is formed in an area exposed to traffic, a temporary paved transition shall be established conforming to the requirements for “Section 04.06 – Bituminous Concrete and Superpave, Transitions for Roadway Surface”. If a vertical face is not formed and the milling machine is used to temporarily transition the milled pavement surface to the existing pavement surface, the length of the temporary transition shall conform to the requirements for “Section 04.06 – Bituminous Concrete and Superpave, Transitions for Roadway Surface”.

Prior to opening an area which has been milled to traffic, the pavement shall be thoroughly swept with a sweeper or other approved equipment to remove, to the greatest extent practicable, material which will become airborne under traffic. This operation shall be conducted in a manner so as to minimize the potential for creation of a traffic hazard and to comply with local, State, and Federal air pollution control laws and regulations. Any damage done to traffic as a result of milled material becoming airborne is the responsibility of the Contractor and shall be repaired at the Contractor’s expense.

The milled surface will be tested with a 10-foot straightedge furnished by the Contractor. The variation of the top of ridges from the testing edge of the straightedge, between any two ridge contact points, shall not exceed 3/8 inch. The variation of the top of any ridge from the bottom of the groove adjacent to that ridge shall not exceed 3/8 inch. Any point in the surface not meeting these requirements shall be corrected as directed by the Engineer at the Contractor's expense.

The Contractor may be waived of the straightedge surface requirements stated in the preceding paragraph in areas where a surface lamination between bituminous concrete layers or a surface lamination of bituminous concrete on Portland cement concrete causes a non-uniform texture to occur. This is subject to the approval of the Engineer.

Immediately before placement of new asphalt, a uniform coating of tack coat shall be applied to all existing underlying pavement surfaces, vertical faces, and on the exposed surface of a wedge joint, if applicable. Such surfaces shall be clean and dry prior to application. Sweeping or other means acceptable to the Engineer shall be used. The mixture shall not be placed whenever the surface is wet or frozen. The tack coat shall be applied by a pressurized spray system that results in uniform overlapping coverage at an application rate of 0.05 to 0.07 gal./s.y. The Engineer must approve the equipment and the method of measurement prior to use. The material for tack coat shall be heated to 160°F ± 10°F and shall not be further diluted. Tack coat shall be allowed sufficient time to break prior to any paving equipment or haul vehicles driving on it.

Method of Measurement:

Milling work will be measured for payment by the number of square yards of area from which the milling of asphalt has been completed and the work accepted. No area deductions will be made for minor un-milled areas such as catch basin inlets, manholes, utility boxes and any similar structures.

HMA S0.375 will be measured in accordance with the Standard Specifications, Section 04.06.04; there will be no bituminous concrete adjustment costs.

Material for Tack Coat and Bituminous Concrete will be measured in accordance with the Standard Specifications, Section 04.06.04.

No separate measurement will be made for adjusting utility castings.

Basis of Payment:

Milling work will be paid for at the contract unit price per square yard for "Fine Milling of Bituminous Concrete (0 to 4 inches)". This price shall include all equipment, tools, labor, disposal of millings, and materials incidental thereto. No additional payments will be made for multiple passes with the milling machine to remove the bituminous surface to the proposed line and grade.

Material for Tack Coat and Hot-Mix Asphalt will be paid for at the contract unit price respectively per Gallon and Ton in accordance with the Standard Specifications, Section 04.06. No additional payments will be made for any handwork required during placement of asphalt.

No separate payments will be made for cleaning the pavement prior to paving; providing protection and doing handwork removal of bituminous concrete around catch basin inlets, manholes, utility valve boxes and any similar structures; repairing surface defects as a result of the Contractors negligence; providing protection to underground utilities from the vibration of the milling operation; removal of any temporary milled transition; removal and disposal of millings; furnishing a sweeper and sweeping after milling. The costs for these items shall be included in the contract unit price(s).

In addition, the costs for Cutting Bituminous Concrete Pavement, Sediment Control at Catch Basins, Maintenance and Protection of Traffic (M&PT) conforming to Form 818 Special Provision, shall be incidental and not charged under a specific pay items.

Pay Items	Pay Unit
HMA S0.375	Ton
Material for Tack Coat	Gal.
Fine Milling of Bituminous Concrete (0" to 4")	S.Y.