



Request for Bids: City of Bath Street Paving

Date: July 1, 2025

Contact Person:

Jacob Dodge

Deputy Director, Public Works

450 Oak Grove Avenue, Bath, ME 04530

207-443-8357

The City of Bath is seeking bids for various paving treatments of city streets and sidewalks to be conducted between August 1, 2025 and June 30, 2026. Sealed bids clearly marked "City of Bath 2025/2026 Paving" will be accepted by the City at the City Clerk's office, 55 Front Street, Bath, 04530 until 2:00 p.m. on July 22, 2025, at which time they will be publicly opened and read aloud.

Following are the estimated road resurfacing needs of the City for the period of this bid. Bidders who need more information as to the scope of work, either individually or collectively, must contact the municipality. It is understood and agreed that the stated dimensions are nominal, actual needs may vary, and the Contractor shall perform the work actually needed at the prices bid. A municipal representative will review the requirements for each street with a representative of the Contractor before work begins.

The work shall include removal of existing asphalt pavement by cold-planing (milling) or reclaiming and the placement of new hot mix asphalt (HMA) pavement, or shim and overlay of existing pavement.

This will consist of one or several of the following:

- Rough and Fine Grade Base Gravel
- Base Course (19 mm): 2.5-inch thickness
- Surface Course (12.5 mm): 1.5-inch thickness
- Shim (9.75 mm) – nominal 0.5-inch thickness
- Cold-Plane existing asphalt pavement
- Reclaim existing asphalt pavement
- Box Cut: remove and replace 12 inches of old material
- Bid Alternate for box cutting Heath Lane and Mast Landing

- Bid Alternate for lowering and raising frame and covers

Project Streets:

1. Drummond Point (Full length - 635 ft. x 16 ft.): Remove 2-inches of existing pavement via cold-planing; shim to establish crown and cross-slope with 9.5 mm HMA; Surface with 1 ½ - inches 12.5 mm HMA.
2. Mast Landing (Full length - 560 ft. x 17 ft.): Box Cut 400' of road. Stabilizer fabric to be installed. Grade base material to be placed by contractor; Pave base course of 1 ½ - inches with 19 mm HMA; Pave surface course with 1 ½ - inches 12.5 mm HMA.
3. Cummings Street (Full length - 265 ft. x 14 ft.): Remove 2-inches of existing pavement via cold-planing; shim to establish crown and cross-slope with 9.5 mm HMA; Surface with 1 ½ - inches 12.5 mm HMA.
4. Drayton Rd. (Full length - 1150 ft. x 24 ft.): Remove 2-inches of existing pavement via cold-planing; shim to establish crown and cross-slope with 9.5 mm HMA; Surface with 1 ½ - inches 12.5 mm HMA. All sewer and drain frame and covers to be lowered by contractor.
5. Bluff Rd. (Full length - 1130 ft. x 24 ft.): Remove 2-inches of existing pavement via cold-planing; shim to establish crown and cross-slope with 9.5 mm HMA; Surface with 1 ½ - inches 12.5 mm HMA. All sewer and drain frame and covers to be lowered by contractor.
6. Winter Street (High to Middle - 300 ft. x 21 ft.): Remove 2-inches of existing pavement via cold-planing; shim to establish crown and cross-slope with 9.5 mm HMA; Surface with 1 ½ - inches 12.5 mm HMA.
7. Winter Street Court (Full length - 185 ft. x 14 ft.): Remove 2-inches of existing pavement via cold-planing; shim to establish crown and cross-slope with 9.5 mm HMA; Surface with 1 ½ - inches 12.5 mm HMA.
8. Heath Lane (Full Length North End - 650 ft. x 24 ft.): Box Cut 650 ft. of road Stabilizer fabric to be installed. Grade base material to be placed by contractor; Pave base course of 1 ½ - inches with 19 mm HMA; Pave surface course with 1½ - inches 12.5 mm HMA. All sewer and drain frame and covers to be lowered by contractor.
9. Adams Court (Full length 850 ft. x 24 ft.): Remove 2-inches of existing pavement via cold-planing; shim to establish crown and cross-slope with 9.5 mm HMA; Surface with 1 ½ - inches 12.5 mm HMA. All sewer and drain frame and covers to be lowered by contractor.

Measurements provided are approximate and not guaranteed. The owner and contractor will review each street and agree on the extent and dimensions of the areas to be paved, prior to the start of paving.

This work shall be constructed in accordance with the “Standard Specifications” of the State of Maine, Department of Transportation, dated November 2020. All bidders shall include with the bid form a current MDOT approved job-mix formula for each mixture to be supplied to the project. All pavers, wheel loaders, and pneumatic tire or approved vibratory-type rollers shall meet the MDOT requirements of section 401. Inspection of the work may include on-site mix temperature reading and removal and analysis of pavement cores to inspect finished pavement thickness and compaction. The cost of testing will be covered by the owner. If a test fails and the owner must implement additional testing, the cost of any additional tests will be covered by the contractor.

The unit price bid shall include all necessary work required to provide a complete project. Incidental items of work shall include, but not be limited to, mobilization, sweeping and cleaning, tack coat application, temporary pavement markers, and traffic control. Invoices submitted shall include the breakdown of the pavement tonnage placed per street paved.

The work shall be completed by June 30, 2026, unless written authorization extends the completion date. The contractor shall coordinate with the city prior to scheduling paving. The work may be started in summer/fall 2025 and continued in spring 2026 as early as the seasonal weather allows. Work on any specific street is to be continued with diligent regularity until its completion within the time limit specified. A minimum of 50% of the work, measured by area, shall be completed in fall 2026.

Note on Box Cutting Roads: Stabilizer Fabric shall be placed under base material. Grading of base material shall include rough and fine grading. Grading shall be completed such that the finished surface of the new pavement is at approximately the same grades as the existing road surface. Contractor shall add or remove base material as necessary to achieve intended grades. All base material removed shall be up to the contractor to haul off.

All surfaces to be paved shall be swept clean prior to paving. Tack coat shall be applied to all existing surfaces to be paved, including the exposed edges of milled areas. Spilled asphalt mix shall be removed from the work area following completion of the paving.

The quantity of bituminous pavement to be paid shall consist of the actual number of tons placed to pave the areas agreed upon in the field. Tonnage tickets shall be provided to the city. Any discrepancy in the tonnage placed will be determined by field measurements, the depth of proposed thickness and converting the weight by using 0.055 tons per square yard per inch of thickness.

Traffic control is expected and should be included in the unit prices.

Butt-joint milling shall be included at the beginning or end of the stretch of paving, and at every street intersection. If the contractor anticipates more than a week between paving base/shim and surface courses on any individual road, the milled butt joints shall be ramped with temporary asphalt. Asphalt ramps will be removed prior to surface paving.

The City and Contractor will adjust existing storm drain and/or sewer frames & covers in coordination with the contractor's paving schedule. The Bath Water District will adjust water- related infrastructure in coordination with the contractor.

The City reserves the right to reject any or all bids should it be deemed in the best interest of the City to do so. The decision of the Public Works Director as to reasonable compliance with these specifications and guarantee shall be final.

The low bidder shall be required to provide contact references for three recent projects.

The City of Bath reserves the right to eliminate or add paving to the proposed contract with no change in unit price.

Provide bid prices in the format below.

Upon bid opening, the Public Works Department will make a contract award recommendation to the Bath City Manager and City Council. The City Council is required to accept the bid and approve the contract prior to contract execution. It is anticipated the question will be put to the Council for its approval on August 6, 2025. If the council approves the contract, the bidders will be notified, and a contract will be executed. Bidders shall be aware of this timeline and bid prices shall be valid (with HMA prices adjusted as per escalator) through September 1, 2025.

Asphalt Escalator

A price adjustment for performance graded binder will be made for the following pay items:

- Item 1 – Surface Course
- Item 2 – Shim Course
- Item 6 – 9.5 mm HMA for Sidewalks
- Item 7 – Hand Placed HMA

Price adjustments will be based on the variance in costs for the performance graded binder component of hot mix asphalt. They will be determined as follows:

The quantity of hot mix asphalt for each pay item will be multiplied by the performance graded binder percentages given in the table below times the difference in price between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

- Item 1 Surface 12.5 mm – 5.6%
- Item 2 Shim – 6.2%
- Items 6 & 7 Sidewalk and hand-placed – 6.2%

Hot Mix Asphalt: The quantity of hot mix asphalt will be determined from the quantity shown on the payment requisition for each pay period.

Base Price: The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average New England Selling Price (Excluding the Connecticut market area), as listed in the Asphalt Weekly Monitor.

Period Price: The period price of performance graded binder will be determined by the City by using the average New England Selling Price (Excluding the Connecticut market area), listed in the Asphalt Weekly Monitor current with the paving date. The maximum Period Price for paving after the adjusted Contract Completion Date will be the Period Price on the adjusted Contract Completion Date.

The contractor shall provide copies of published industry information relevant to and in support of the adjustment calculations and submit written calculations to the City demonstrating how the price of the asphalt items have changed, either up or down, over the project period.

Bid Table: 2025/2026 Bath City Streets

Item No.	Description	Estimated Quantity	Unit Price (\$/Unit)	Total Price (\$)
1	Surface Course	1,200 T	\$ ____/T	\$ ____
2	Base Course	250 T	\$ ____/T	\$ ____
3	Shim Course	300 T	\$ ____/T	\$ ____
4	Cold-Plane Pavement	11,000 SY	\$ ____/SY	\$ ____
5	Joint Milling	300 SY	\$ ____/SY	\$ ____
6	Box Cut	900 CY	\$ ____/SY	\$ ____
7	Hand Placed 9.5 mm HMA	50 T	\$ ____/T	\$ ____
Project Total:				\$ ____

Attach current MDOT approved job-mix formula for each mixture to be supplied.

Bids must be submitted by 2:00 PM July 22, 2025

Send or hand deliver bid marked "City of Bath 2025/2026 Paving" to:

Bath City Clerk
55 Front Street
Bath, ME 04530

Signed: _____ (authorized representative)
Print Name: _____ Company: _____
Title: _____ Phone: _____
Date: _____ Fax: _____