

CITY OF RUTLAND  
CITY HALL, 1 STRONGS AVENUE  
POST OFFICE BOX 969  
RUTLAND, VERMONT 05702

## INVITATION TO BID

*Pursuant to Chapter 17 of the Revised Charter of the City of Rutland, Vermont  
sealed bids are requested for the following:*

### **2025 BITUMINOUS CONCRETE PAVING, PAVEMENT RECLAIMING & PAVEMENT MILLING**

The City of Rutland is requesting bids from businesses (“Contractor”) to provide bituminous concrete paving, pavement reclaiming, and pavement milling services in Rutland City, Vermont as outlined in these Specifications.

In order to be considered responsive to this bid, each proposal shall be submitted to Sara Magro, Purchasing Agent, by mail, hand delivery, or via the city’s online bid submission portal no later than:

**Submittal Deadline: 4:00 p.m. on Friday, April 11th, 2025.** Bids received after the deadline will not be accepted.

Bids will be opened at the regularly scheduled Rutland City Board of Finance meeting at City Hall on:  
**Proposal Opening: 3:00 p.m. on Monday April 14th, 2025**

#### **Bid Submission Instructions**

##### By Mail or Hand Delivery

1. Submit two (2) completed copies of the Bid Sheet in a sealed envelope as described in the attached scope of work.
2. Clearly indicate the following information on the outside of the sealed envelope or package containing the Bid:

Name and address of the prime contractor

Due date and time

Envelope contents (e.g., Bid Documents)

Project name: “2025 Bituminous Concrete, Pavement Reclaiming & Pavement

**Bids should be Mailed to:**

Sara Magro, Purchasing Agent  
City of Rutland  
P. O. Box 969  
Rutland, VT 05702

Milling”

**Bids should be Hand Delivered to:**

Sara Magro, Purchasing Agent  
City Clerk’s Office  
52 Washington Street  
Rutland, VT 05701

##### By City’s Online Bid Submission Portal

1. Visit [www.rutlandcity.org](http://www.rutlandcity.org)
2. Under the “Resources” tab, select “Submit Proposals & Bids”
3. Select “Bids” and search for “2025 Bituminous Concrete Paving” at the Project Title

Bid Opening Location

City Clerks Conference Room  
1<sup>st</sup> of City Hall  
52 Washington Street  
Rutland, Vermont

If the above requirements are not met, the bid will not be considered.

Prior to beginning any work, the Contractor shall provide the municipality with one or more Certificate(s) of Insurance showing evidence of all coverages required below and naming the municipality as an Additional Insured. All Certificates shall contain a provision stating that the coverages afforded under said policies will not be cancelled, materially changed, or not renewed without thirty (30) days written prior notice to the municipality, except ten (10) days for non-payment of premium.

The Contractor is responsible to verify that:

1. all subcontractors, agents or workers meet the minimum coverages and limits plus maintain current certificates of coverage for all subcontractors, agents and workers
2. all coverage shall include adequate protection for activities involving hazardous materials
3. all work activities related to the agreement shall meet minimum coverages and limits
4. Minimum insurance coverages are:
  - Statutory Workers' Compensation Insurance & Employers Liability Insurance - \$1,000,000 per occurrence.
  - Commercial General Liability Insurance including but not limited to Bodily Injury, Personal/Advertising Injury, Broad Form Property Damage, Products and Completed Operations Liability and Contractual Liability - \$1,000,000 per occurrence and \$2,000,000 in the aggregate annually.
  - Property Insurance: "Open Perils" property coverage on a full replacement cost basis for all of the Contractor's real and personal property and the personal property of others in the Contractor's care, custody, or control located on or in any of the City's premises.
  - Commercial Auto Liability Insurance covering all Owned & Hired and Non-Owned vehicles, - \$1,000,000 Combined Single Limit per occurrence.

No warranty is made that the coverages and limits listed herein are adequate to cover and protect the interests of the Bidder for the Bidder's operations. These are solely minimums that have been developed and must be met to protect the interests of the City.

All proposals become the property of the City upon submission. The cost of preparing, submitting and presenting a bid is the sole expense of the bidder. The City reserves the right to reject any and all proposals received as a result of this solicitation, to negotiate with any qualified source, to waive any formality and any technicalities or to cancel this request for bids in part or in its entirety if it is in the best interests of the City. This solicitation of bids in no way obligates the City to award a contract.

The City of Rutland considers illness and injury prevention of primary importance in all phases of its operations and administration. It is the objective of the City to provide a safe and healthful environment for all its workers and guests. For this reason, the City insists upon strict compliance with OSHA safety standards and environmental regulations. All consultants/contractors/vendors must be in compliance with all applicable safety laws and regulations.

Contractors shall erect and maintain all necessary safeguards for such safety and protection. It shall be the duty

and responsibility of all contractors and their respective subcontractors to be familiar with and comply with 29 USC Section 651, et seq., the Occupational Safety and Health Act of 1970, as amended (“OSHA Act”) and to enforce and comply with all provisions of this Act. If the City observes any situations which are in violation of this requirement, the Contractor will correct the violation immediately at their own expense. Work may not continue until the violation is corrected. If the City observes repeated violations, the City will consider this a breach of contract and may terminate the contract between the City and the Contractor without liability. The Contractor will be paid for work completed, and the Contractor will be responsible for paying any fines incurred by the City because of actions of the Contractor.

All questions related to this Invitation to Bid shall be directed to Ted Gillen, Assistant City Engineer at (802) 773-1813. You may also contact Ted by email at [tedg@rutlandcity.org](mailto:tedg@rutlandcity.org).

## SPECIFICATIONS

### **2025 BITUMINOUS CONCRETE PAVING, PAVEMENT RECLAIMING & PAVEMENT MILLING**

May 1, 2025 – June 30, 2026

#### BITUMINOUS CONCRETE PAVING

Work under this item shall consist of producing, transporting, handling and placing bituminous concrete, including all materials, labor, equipment, tools and work incidental to or necessary to complete the item. The bituminous concrete shall be placed upon a completed base course or upon the surface of an existing pavement as either a full or partial leveling course or a surface course. All work performed shall be in accordance with these specifications and in conformity with the geometry, line, grade, compacted thickness and typical cross-section as directed by the City. The City shall direct the type of Marshall Mix (Type I through V) to be utilized for each course in each location.

The City typically utilizes the following four rehabilitation techniques:

1. Total Reconstruction

The City will be responsible for the removal 2-3 feet of unsuitable subbase and the installation of a new structural stone subbase as directed by the City Engineer. The Paving Contractor will be responsible for final grading of the subbase at a 2% cross slope and the installation of 3 inches of bituminous concrete in two lifts (2-inch base & 1 inch top).

2. Reclaim & Pave

As directed by the City Engineer, the Paving Contractor will be responsible for reclaiming the entire roadway, removing excess and/or installing additional subbase material, grading the subbase, and installing an asphalt mat in two separate lifts. Please see "Pavement Reclaiming" below for further specifications.

3. Mill & Fill

As directed by the City Engineer, the Paving Contractor will be responsible for milling (cold planning) the entire roadway and installing an asphalt mat in two separate lifts. The type of asphalt and depth of each lift is outlined in the table provided in these specifications. Please see "Pavement Milling" below for further specifications.

4. 1.5" Structural Overlay

As direction by the City Engineer, the Paving Contractor will be responsible installing an asphalt mat in two separate lifts (shim and 1.5-inch top course).

## GENERAL REQUIREMENTS

### City Responsibilities

The City will sweep streets 24 hours prior to paving.

Following the installation of the shim and/or base coarse, the Paving Contractor shall provide the City enough time to install new curbing and raise structures (manholes, catch basins, etc.) to the appropriate grade, in order to effectively match the final course of asphalt. The City will provide the Contractor with risers for the water valves to be installed during paving. Under no circumstances shall any structures or valves be paved over by the Contractor. If any structure or valve is paved over, the cost to uncover them the Contractor shall reimburse the City for the costs incurred.

Existing concrete curbing on certain streets will be removed by the City in advance of reclamation & milling operations. In certain instances, new slipformed concrete curbing will be installed by a separate contractor to be hired by the City. The new curbing will be glued on the first course of asphalt installed. In such cases, the first course of asphalt will be 2 feet wider than the final course. These values are identified on the attached spreadsheet.

Contractor shall coordinate all anticipated paving schedules with the City to ensure adequate notice is given to accomplish the street sweeping and adjustments to various structures.

### Compliance with Vermont Agency of Transportation

Bituminous Concrete shall be produced by a Vermont Agency of Transportation approved facility.

Production and installation of bituminous concrete pavement shall meet all the requirements of current Vermont Standard Specifications for Construction, Section 406, inclusive of specifications for materials, equipment, surface preparation, installation procedures, sampling, and weather limitations.

If contradictions exist between the State of Vermont AOT specifications and additional specifications stated herein, the strictest interpretation shall govern.

### Weather and Seasonal Limitations

All paving shall be conducted between the dates of May 15<sup>th</sup> and October 15<sup>th</sup>. Depending on weather conditions, paving may be allowed outside these dates at the sole discretion of the City Engineer.

Bituminous material shall not be placed when fog or rain prevail or when the pavement surface shows signs of any moisture.

Unless authorized by the City, the mixture shall not be placed unless the base temperature is above 35° F for a depth of pavement to be placed 1.5 inches or larger. For a depth of pavement to be placed of 1", the base temperature shall be above 50° F minimum.

### Quality Assurance

Contractor shall provide the City a Quality Control Plan for review and approval upon award of contract and prior to the start of any work.

The City intends to provide construction inspection and arrange for periodic testing of paving material by an independent consultant. The City may reject any loads of material that do not meet the specifications.

When nuclear density tests indicate that the density of the compacted mixture is outside or on the fringe of the acceptable range, the City may take pavement cores or perform additional testing for further evaluation.

### Bituminous Concrete Temperature

At the time of discharge from the haul vehicle, the bituminous mixture shall be within 10° F of the compaction temperature for the approved mix design. The Contractor shall test the temperature of the mix at time of paving and shall provide this information to the City's representative on site. Cessation temperature for continued compaction shall be 175° F. No traffic shall be allowed on placed material until the material has been thoroughly compacted and has cooled to 140° F unless otherwise authorized by the City.

#### Tack Coat

All surfaces shall be cleaned and sprayed with an emulsion meeting the requirements of Emulsified Asphalt, RS-1 before placing of any bituminous mixture, unless otherwise ordered by the City Engineer. The existing surface shall be free of all dust, loose material, grease or other foreign material at the time the tack is applied. Asphalt emulsion shall be applied uniformly with a pressure distributor at an application rate of between 0.02 and 0.05 gallons per square yard.

The application shall be made just prior to the placement of the bituminous concrete mixture and shall progress sufficiently ahead of the paving so that the surface to be paved will be "tacky". When using an emulsified asphalt, the emulsion should "break" (the water must completely evaporate) prior to paving over the tack.

All contact surfaces within the paving limits such as curbing, gutters, and manholes shall be coated with Emulsified Asphalt, RS-1 prior to any bituminous concrete mixture is placed against them.

**Measurement of tack coat will be made to the nearest gallon of asphalt emulsion applied as specified. A quantity slip tabulating volume (gallons) of asphalt emulsion supplied and installed for each street location shall be submitted daily to the City's designated representative on site. The accepted quantity of tack coat will be paid for at the contract unit cost.**

**The City shall be provided advance notice prior to the installation of the tack coat, to ensure that the application rate is acceptable. The Contractor shall test the equipment for a short distance. If deemed necessary by the City, the Contractor shall make the necessary adjustments to ensure proper tack coating takes place (i.e. cleaning tack equipment, increasing application rates, etc.)**

#### Compaction

The density of the compacted pavement shall be at least 92.5%, but not more than 96.5%, of the maximum theoretical density provided by the producing plant.

The number, weight and type of rollers furnished shall be sufficient to obtain the required compaction while the mixture is in a workable condition. The rolling process shall create a smooth, even surface. In areas inaccessible to the roller, mechanical tamping may be permitted.

Rollers shall not be parked on new, freshly placed bituminous material.

#### Maximum Time Allowed Between Reclaiming/Milling & Paving

All reclaimed and/or milled areas shall be based/shimmed within fourteen (14) days of grinding, and all transitions to driveways two (2) inches or greater shall be temporarily patched and/or filled to the satisfaction of the City the same day as grinding.

#### Measurement and Payment

The quantity to be paid for under this item shall be the number of tons of Bituminous Concrete produced, transported, placed, compacted and accepted in place. Payment will be calculated based upon the Monthly Adjusted Price (MAP) computed in accordance with the State of Vermont specified procedure. Weight slips for each load of material delivered shall be submitted daily to the City's designated representative on site.

A single unit price per ton shall be bid (SCP, submitted contract price) which will serve as the base price (prior to asphalt adjustment) for all Marshall Mix Types (I through V) supplied.

An additional copy of all shipping tickets indicating material weights & installation location shall be supplied to the City along with all payment requests. Each payment request shall include MAP Calculations along with all pertinent backup information for each type of mix provided.

#### Asphalt Price Adjustment

The Monthly Adjusted Price (MAP) for each type of bituminous concrete pavement shall be computed in accordance with the State of Vermont specified procedure. The MAP calculation is as follows:

$$\text{MAP} = (\text{SCP} + (\% \text{VAC} * (\text{PP} - \text{IP})))$$

Where:

MAP = Monthly Adjusted Price per ton of mix (\$)

SCP = Submitted Contract Price per ton of mix (\$)

%VAC = Percent Virgin Asphalt Content as a decimal

PP = Posted Price During Month of Purchase (\$/ton)

IP = Index Price (\$/ton)

*Note: (PP-IP) Values may be negative or positive*

Paved segments within 500 feet of each other, including all street aprons, will be considered “One Project” and their tonnages summed for purposes of determining applicability of “100 tons or less” surcharges.

#### Transitions at Edges of New Pavement

New bituminous concrete shall be keyed into existing pavement at all locations. The key section shall be 2-inch-deep minimum or as directed by the City.

#### Transitions to Street Aprons

Street aprons that intersect certain streets shall be reclaimed or milled as directed by the City. When a street apron requires milling, the milling shall be performed using large scale milling equipment. Skid steers with milling attachments are not acceptable.

The following locations, at minimum, shall be reclaimed/milled and paved:

- Streets intersecting Stratton Road:
  - Durham Avenue, Piedmont Drive, Piedmont Parkway, Piedmont Pond Road, Cessna Place, & Giorgetti Boulevard
- Streets intersecting Granger Street:
  - South Street, First Street, Hickory Street & Plain Street
- Streets intersecting Curtis Avenue
  - Gay Street
- Streets intersecting Laverne Drive
  - Wendy Lane

At minimum, the street aprons shall be reclaimed/milled and paved at a distance of 25 feet from the edge of the adjoining street. The city will mark out the precise limits in the field prior to construction.

Additional street apron work, as directed by the city, may be required during the course of construction.

**Street apron work must be completed concurrently with the work being performed on the adjoining street. The contractor shall not postpone completion of this work to a later date.**

#### Handwork at Driveway Aprons

A smooth paved transition (apron) shall be provided on all driveways within the project limits. Driveway aprons shall be installed such that a 1-inch vertical distance is created between top of apron and top of road edge to keep street stormwater from entering the driveway. Driveway aprons shall be a minimum of 12 inches in width and may extend further when necessary to create a smooth transition. The City shall dictate that length and width of all aprons.

When directed by the City, existing pavement within the driveway apron limits shall be removed prior to placing new bituminous concrete. The costs associated with the excavation of existing materials (asphalt, unsuitable subbase, etc.), the procurement and placement of new subbase materials, and any milling required at applicable driveway aprons will be considered incidental under the bid item "Handwork". With the approval of the City Engineer, existing driveway aprons may be overlaid.

**The Contractor shall install new driveway aprons within 2 weeks following the installation of the wearing course (final course).**

#### Bituminous Concrete Curbing

The work under this item shall consist of the construction of bituminous concrete curbing consisting of machine laid bituminous concrete, constructed on pavement in conformance with these specifications, at the locations and to the lines and grades, dimensions and details as directed by the City.

Material for this work shall conform to the Asphalt institute "Specifications and Construction Methods for Asphalt Curbs and Gutters", strength modified with industry standard reinforcement fibers.

Curbing equipment shall be of the self-powered type which shall force the hot bituminous mixture through a die or form properly shaping and compacting it to the required cross section of the curb.

Measurement of curbing shall be made along the top of installed curb. The completed and accepted number of linear feet of bituminous curbing will be paid for at the contract unit cost.

#### Bituminous Concrete Sidewalk

This work under this item shall consist of the construction of bituminous concrete sidewalks in accordance with these specifications and at the locations and to the lines and grades, dimensions and details as directed by the City. Bituminous Concrete for sidewalks shall be furnished and installed in accordance with industry standards.

The width of the sidewalk will be as directed by the City. Two bid items are listed on the bid sheet; one for sidewalks 5 feet in width, and a second for sidewalk 7 to 10 feet in width.

The Bituminous Concrete shall be placed in two (2) lifts; the first lift to be a "binder" course with a compacted depth of 1 inch (minimum) and the second lift to be a "wearing" course with a compacted depth of 1 inch (minimum).

Compaction shall be accomplished by means of a roller of a type and weight necessary to create a uniformly compacted and smooth, even surface. In areas inaccessible to the roller, mechanical tamping may be permitted.

The quantity to be paid for under this item shall be the number of tons of Bituminous Concrete transported, placed and compacted applying unit pricing with asphalt price adjustment. Bid price shall include all labor, material and equipment necessary to complete all work connected with construction. Gravel base course, and restoration of adjacent areas will be by others. Weight slips for each load of material delivered shall be given daily to the City's designated representative on site.

#### Traffic Control



Contractor is solely responsible for public safety and traffic control. Contractor shall furnish flaggers and/or uniformed police officers and construction signs in accordance with MUTCD, State of Vermont and City of Rutland regulations. One lane of traffic must be kept open at all times unless otherwise approved by the City.

Dig Safe

Contractor shall contact and coordinate work with Dig Safe to locate and protect all utilities within the work limits.

**PAVEMENT RECLAIMING**

Work under this item shall consist of constructing a completed base course composed of a mixture of existing bituminous concrete pavement and a portion of the existing base course mixed into a uniform blend. Work shall consist of utilizing in-place pulverizing, grading and compaction of the uniform blend created to the lines, grades and dimensions shown on the plans or as directed by the City. In some locations, work may also include the addition of aggregate prior to or after pulverizing, or removal of pulverized material when necessary. Contract price shall include all materials, labor, equipment and tools necessary to reclaim the pavement and prepare the base course ready for pavement.

Road grading and compaction shall be included in the reclaim bid price.

All driveways and intersections shall be saw-cut and removed to a depth and distance directed by the City.

**Reclaimed Material**

Reclaimed material shall be a mixture of bituminous concrete and existing materials pulverized to conform to the following Specifications:

<u>Sieve Designation</u>	<u>% by Weight Passing</u>
2 ½”	100
¼”	30-65
No. 200	0-10

**Additional/Excess Material**

Where material needs to be removed or replaced with acceptable road base material, the Contractor will provide all labor, equipment, and other expenses including price of disposal and/or purchase of 1 ½ inch crushed gravel for the contracted unit prices.

**Construction Methods**

Pulverization shall be performed with a self-propelled reclaimer capable of fully pulverizing the existing road and mixing the materials to a depth necessary to produce a homogeneous base material. The depth of reclaim shall be as directed by the City, but as a minimum is generally equal to twice the thickness of the existing bituminous concrete road. Mixing of the underlying crushed aggregate base with the pulverized asphalt may be accomplished in a single pass or a multi-step process in order to achieve proper gradation or mixing. If directed by the City, new aggregate shall be mixed in with all pulverized material and the underlying base to produce a uniform gradation.

Immediately after pulverizing and mixing, the material shall be placed as directed using a grader and immediately after placement, the material shall be compacted. Water shall be added to the recycled material prior to and during compaction if required to obtain maximum compaction.

At the completion of each working day, the surface of the pulverized base course shall be graded and compacted to shed water away from all driveways and intersecting streets. The termination points at the beginning and end of the reclamation work shall be shimmed or wedged to effect a smooth transition between the base course and the existing paved surface.

**Equipment**

Equipment shall be in satisfactory working condition at all times and capable of producing a suitable finished material in conformance with the gradation specified herein. In addition, it must have an established record of

producing the recycled material at a reasonable rate of production consistent with the time allowed by the City. Equipment that does not produce acceptable crushed material in a timely manner may be rejected by the City.

The equipment must have the capability to adjust its depth of cut and forward speed to allow minor adjustments to the gradation if the crushed material does not fall within the gradation requirements.

#### Measurement and Payment

The quantity of "Pavement Reclaiming" to be paid for will be the number of square yards of surface area satisfactorily pulverized, blended, graded and compacted and shall include full compensation for all labor, equipment, expenses and any incidentals.

#### City Responsibilities

All existing city owned utilities, manholes, catch basins, and water shut-offs shall be located by the City prior to pulverization.

## **PAVEMENT MILLING**

Work under this item shall consist of milling existing asphalt concrete pavement at the locations and to the dimensions directed by the City. The pavement surface shall be removed to the line, grade, and existing or typical cross-section shown on the plans or as directed by the City.

Milling asphalt concrete pavement shall be performed by the cold planing method. All equipment and labor necessary to carry out the work shall be supplied by the Contractor.

The proposed milled depth for each street is outlined in the attached spreadsheet. The depth is subject to change.

### **Equipment**

The milling machine shall plane the pavement without requiring the use of a heating device to soften the pavement during or prior to the milling operation. The equipment for milling the pavement surface shall be designed and built for milling flexible pavements. It shall be self-propelled with sufficient power, traction and stability to maintain depth and slope and shall be capable of removing the asphalt pavement.

The milling machine shall be capable of milling 0 to 5 inches in one pass.

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 milled material shall be loaded into trucks provided by the Contractor. The milling machine shall be equipped with a means of effectively limiting the amount of dust escaping from the milling and removal operation.

The depth, width, and shape of the cut shall be as designated by the City. The milled surface shall provide a riding surface with a uniform textured appearance. The milled surface shall be free from gouges, longitudinal grooves and ridges, oil film, and other imperfections that are a result of defective equipment, improper use of equipment, or poor workmanship. The outside lines of the planed area shall be neat and uniform.

Where a surface delamination between asphalt layers or a surface delamination of asphalt on Portland cement concrete causes a non-uniform texture to occur, the depth of milling shall be adjusted +/- ½ inch or until delamination is eliminated.

Prior to opening an area which has been milled to traffic, the Contractor shall thoroughly sweep the pavement with a full-sized street sweeper.

### **Disposal of Milled Material**

The Contractor shall be responsible to remove and dispose of milled material to an approved off-site location of their choosing. If the City decides it wants to retain the material, the Contractor shall deliver and offload it at a location within the City as directed.

### **Measurement and Payment**

Milling of asphalt pavement 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 unmilled areas such as catch basin inlets, manholes, utility boxes or other similar structures. The quantity to be paid for will be the actual area of surface milled regardless of the number of passes required to obtain the depth directed by the City. The depth of milling for each street is outlined in the attached spreadsheet.

The contract price paid per square yard for pavement milling shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in cold planing asphalt concrete surfacing and disposing of planed material if necessary.

## **LENGTH OF CONTRACT**

The period of the Agreement shall be in effect from May 1, 2025 to June 30, 2026. The City shall have the option to renew annually for two (2) consecutive one-year terms. Decision to renew will be at the sole discretion of the City.

## **SPECIAL AND GENERAL CONDITIONS**

If Hot Mix Asphalt (HMA) has not been placed to the level of existing pavement or a vertical pavement seam is created by grinding or milling, a temporary HMA taper shall be constructed before the pavement is to be opened to public traffic. HMA for temporary tapers shall be placed to the level of the existing pavement and tapered on a slope of 1:30 (Vertical:Horizontal) or flatter to the level of the planed area.

HMA for temporary tapers shall be the same quality as the HMA used elsewhere on the project or shall conform to the material requirements for minor HMA. HMA for tapers shall be compacted by any method that will produce a smooth riding surface. Temporary HMA tapers shall be completely removed, including the removal of the loose material from the underlying surface, before placing the permanent surfacing.

Contract prices shall include furnishing the HMA for constructing, maintaining, removing, and disposing of temporary HMA tapers.

The Contractor shall use adequate numbers of skilled workers who are thoroughly trained and experienced in the necessary crafts and who are completely familiar with the specified requirements and the methods needed for proper performance of the work in each section.

The Contractor shall protect adjacent work and property from the unintended dispersal/splashing of pavement materials, remove all stains from exposed surfaces of pavement, structures, and grounds, and remove all waste, spillage, ground material, or other debris associated with paving, reclaiming, and milling. The Contractor, where necessary, shall limit access to adjacent work/structures with appropriate signage and/or barriers.

The Contractor shall notify and cooperate with local authorities and other organizations having jurisdiction when construction work will interfere with existing roads and traffic. The Contractor shall notify area businesses with as much notice as possible prior to closing a road or driveway access. The Contractor shall notify all members on the Road Closing list as provided by DPW whenever closing or partially closing a road is necessary. The Contractor shall provide temporary barriers, signs, warning lights, flaggers, and other protections as required to assure the safety of persons and vehicles around and within the construction area and to organize the smooth flow of traffic.

The Contractor assumes all liability of damage done to personal and public property in the City's Right of Way and to private property while executing the work.

If the Contractor fails to address violations of any of the above which are brought to its attention within seven (7) days or repave or install transitions within the specified time periods, the City may terminate this agreement with the Contractor without penalty or claim.

## **2025 Construction Season - Preliminary Paving List**

The following list and map attached is tentative and should not be considered final. It is provided for general information purposes only.

The City intends to spend \$650,000 to \$800,000 on road rehabilitation between May 1, 2025 & June 30, 2026 construction.

The City reserves the right to modify the paving list as it sees fit. The scope of work may change as a result of adding/removing sections of streets or by changing the treatment.

Compensation to the Contractor will be based upon actual quantities of work performed at the unit prices provided on the bid sheet. Payments from the City will be paid out of two fiscal years. The City and the selected Contractor will work together to ensure that work performed stays within the respective budgets.

CITY OF RUTLAND  
 CITY HALL, 1 STRONGS AVENUE  
 POST OFFICE BOX 969  
 RUTLAND, VERMONT 05702

**BITUMINOUS CONCRETE PAVING, PAVEMENT RECLAIMING  
 & PAVEMENT MILLING**

(May 1, 2025 to June 30, 2026)

**BID SHEET**

<u>CATEGORY &amp; ITEM</u>	<u>ESTIMATED QUANTITY</u>	<u>UNIT PRICE</u>	<u>SUBTOTAL</u>
<b>BITUMINOUS CONCRETE PAVEMENT</b>			
Asphalt Cement Index Price <i>(at time of bid)</i>		\$ _____ /ton	
100 Tons or greater with a paving machine	6,600tons	\$ _____ /ton	\$ _____
Less than 100 tons with a paving machine	100 tons	\$ _____ /ton	\$ _____
Handwork	250 tons	\$ _____ /ton	\$ _____
Asphalt Emulsion	3,500 gal	\$ _____ /gal	\$ _____
<b>BITUMINOUS CONCRETE CURB</b>	1 lf	\$ _____ /lf	\$ _____
<b>BITUMINOUS CONCRETE SIDEWALK - 5' width</b>	1 ton	\$ _____ /ton	\$ _____
<b>RECLAIM PAVEMENT IN-PLACE</b>	26,700 yd <sup>2</sup>	\$ _____ /yd <sup>2</sup>	\$ _____
Load & deliver excess reclaimed material off site	2,800 yd <sup>3</sup>	\$ _____ /yd <sup>3</sup>	\$ _____
Supply and install 1 1/2" crushed gravel	1 yd <sup>3</sup>	\$ _____ /yd <sup>3</sup>	\$ _____
Final Grading following Total Reconstruction (Curtis Ave)	3,500 yd <sup>2</sup>	\$ _____ /yd <sup>2</sup>	\$ _____
<b>MILL PAVEMENT</b>			
Mill pavement at 2" depth and deliver material <u>off site</u>	4,850 yd <sup>2</sup>	\$ _____ /yd <sup>2</sup>	\$ _____
Mill pavement at 3" depth and deliver material <u>off site</u>	1 yd <sup>2</sup>	\$ _____ /yd <sup>2</sup>	\$ _____
Mill pavement at 4" depth and deliver material <u>off site</u>	1 yd <sup>2</sup>	\$ _____ /yd <sup>2</sup>	\$ _____
Mill pavement at 5" depth and deliver material <u>off site</u>	1 yd <sup>2</sup>	\$ _____ /yd <sup>2</sup>	\$ _____
Mill pavement at 6" depth and deliver material <u>off site</u>	1 yd <sup>2</sup>	\$ _____ /yd <sup>2</sup>	\$ _____

**TOTAL BID (NUMBERS):** \$ \_\_\_\_\_

**TOTAL BID (WORDS):** \_\_\_\_\_

*Bid quantities are approximate, and are subject to change. Quantities shown as (1) unit are not expected to be used. However, bid pricing for these items are requested in the event that these items become required.*

The undersigning hereby states that he/she read and understands the accompanying, Invitation to Bid, Specifications, and Bid Sheet, and submits his/her quotation accordingly.

**CONTRACTOR**

Name of Firm \_\_\_\_\_  
 Address \_\_\_\_\_  
 Printed or Typed Name and Title \_\_\_\_\_  
 Signature of Authorized Agent \_\_\_\_\_  
 Date \_\_\_\_\_ Phone \_\_\_\_\_

**CITY OF RUTLAND** *(Bid is accepted once an authorized representative signs below)*

Name \_\_\_\_\_  
 Title \_\_\_\_\_  
 Signature \_\_\_\_\_  
 Date \_\_\_\_\_

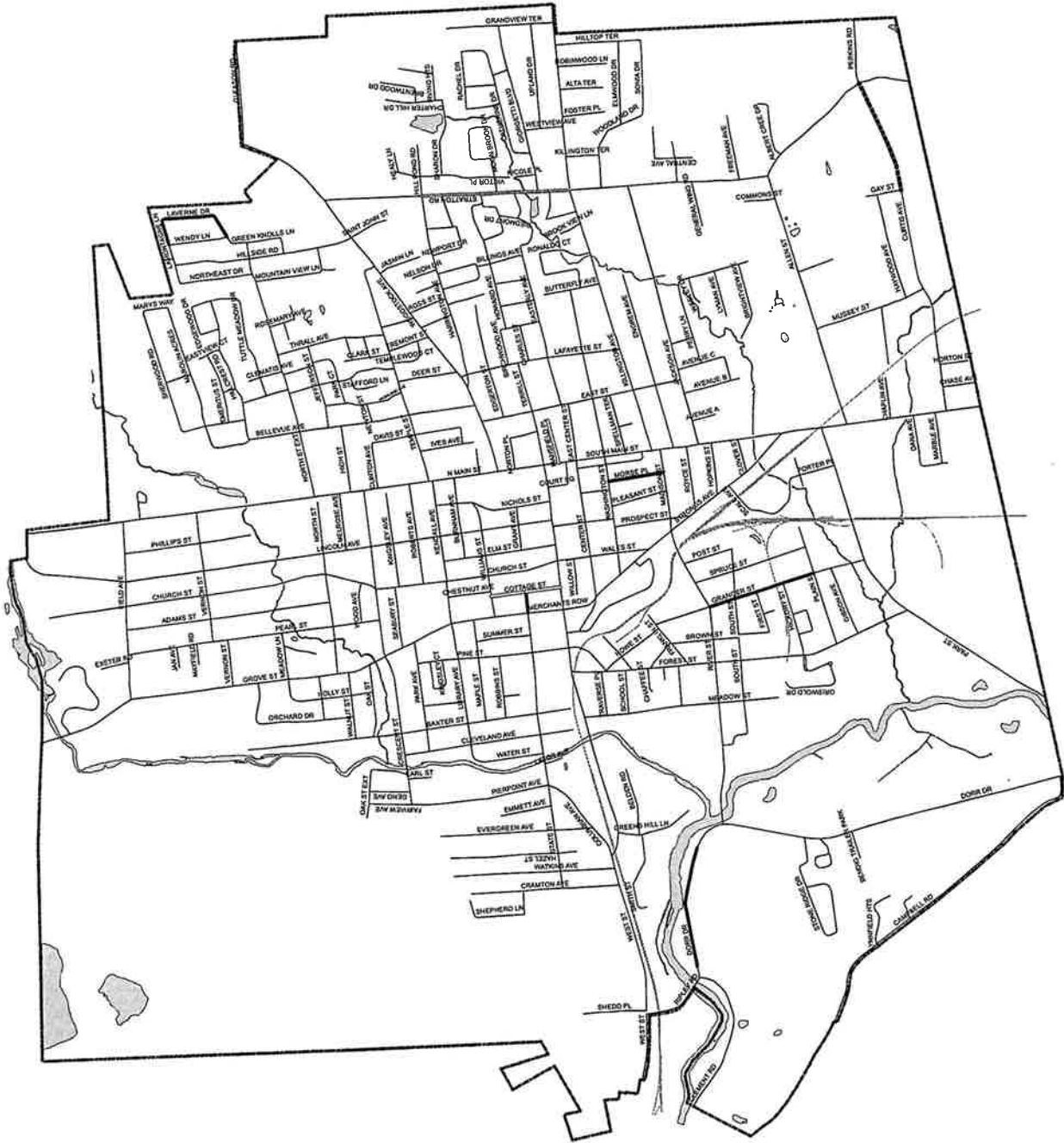
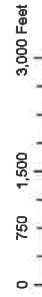
*Bid Due Date: April 11th, 2025*



# City of Rutland

## 2025 Paving Plan

- Treatment Type**
- Reclaim & Pave 3"
  - Reclaim & Pave 4"
  - Mill & Pave 2"
  - 1.5" Overlay
  - Pave 3" Following Reconstruction





**CITY OF RUTLAND PROPOSED PAVING LIST**  
**Street Segment Location, Geometry & Material Quantity Estimates**

Street Name	From Address	To Address	Existing Street Dimensions			Reclaimed Material Removed			New Street Dimensions			Bituminous Concrete (tons)			
			Length (FT)	Average Width (FT)	Area (sq-yds)	Depth (inches)	Volume (cu-yds)	Length (FT)	Width (FT)	Area (sq-yds)	Base (2.5" Type II)	Base (1.5" Type IV)	Top (1" Type IV)	Top (1" Type IV)	Total
DORR DR	SEAM NEAR CLEMENT ROAD	SEAM NEAR RIVER STREET	1967	23	5,027	3.0	415.9	1967	26	5,862	882	341	1023		
JUSTICE SQ PARKING LOT	COTTAGE STREET	MERCHANTS ROW	285	52	1,647	3.0	137.2	285	52	1,647	205	99	304		
GRANGER ST	RIVER ST	PLAIN ST	1689	28.5	5,289	4.0	587.2	1689	24	4,451	579	267	846		
LAVERNE DR	WENDY LN	LAMONTAGNE LN	1560	25.5	4,420	4.0	491.1	1560	24	4,160.0	541	250	790		
MORSE PL	MADISON ST	WASHINGTON ST	864	23	2,208	4.0	245.4	864	24	2,304	300	138	438		
STRAITON RD	HARRINGTON AVENUE	KILLINGTON AVE	2368	26	6,944	4.0	772.0	2368	26	6,840.9	1105	616	1721		
CURTIS AVE	GAY ST	SEAM NEAR WOODLINE	480	21	1,120	3.0	93.3	480	24	1,280.0	154	77	230		
<b>Subtotals</b>			<b>9,193 LF</b>		<b>26,655 sqyds</b>		<b>2,745 cuyds</b>	<b>9,193 LF</b>		<b>26,365 sqyds</b>	<b>1,105 tons</b>	<b>1,171 tons</b>	<b>5,352 tons</b>		

**COLD PLANE & PAVE**

Street Name	From Address	To Address	Existing Street Dimensions			Milled Depth			New Street Dimensions			Bituminous Concrete (tons)			
			Length (FT)	Average Width (FT)	Area (sq-yds)	Depth (inches)	Volume (cu-yds)	Length (FT)	Width (FT)	Area (sq-yds)	Shim (1" Type IV)	Shim (1" Type IV)	Top (1" Type IV)	Top (1" Type IV)	Total
MANSFIELD PL	SOUTH MAIN ST	DEAD END	687.1046	25	1,909	2.0	106.0	687.1046	25	1,908.6	124	115	238		
COTTAGE ST	WILLIAMS ST	JUSTICE SQ	538.6534	27	1,616	2.0	79.8	538.6534	24	1,435.4	93	86	180		
COTTAGE ST	JUSTICE SQ	WEST ST	550.8643	30	1,836	2.0	81.6	550.8643	24	1,469.0	95	88	184		
<b>Subtotals</b>			<b>1,777 LF</b>		<b>5,361 sqyds</b>		<b>267 cuyds</b>	<b>1,777 LF</b>		<b>4,814 sqyds</b>	<b>0 tons</b>	<b>289 tons</b>	<b>601 tons</b>		

**TOTAL RECONSTRUCTION**

Street Name	From Address	To Address	Existing Street Dimensions			Material Removed			New Street Dimensions			Bituminous Concrete (tons)			
			Length (FT)	Average Width (FT)	Area (sq-yds)	Depth (inches)	Volume (cu-yds)	Length (FT)	Width (FT)	Area (sq-yds)	Base (2" Type II)	Base (2" Type II)	Top (1" Type IV)	Top (1" Type IV)	Total
CURTIS AVE	SEAM NEAR WOODLINE	STRAITON RD	1300	21	3,033		0.0	1300	24	3,466.7	0 tons	416 tons	208 tons	624 tons	
<b>Subtotals</b>			<b>1,300 LF</b>		<b>3,033 sqyds</b>		<b>0 cuyds</b>	<b>1,300 LF</b>		<b>3,467 sqyds</b>	<b>0 tons</b>	<b>416 tons</b>	<b>208 tons</b>	<b>624 tons</b>	