



Town of New Glasgow

Office of the TOWN ENGINEER

GENERAL REQUIREMENTS:

- 1) Tenderers are advised that the Town of New Glasgow will retain 10% holdback on all submitted invoices.
- 1) This tender may be subject to a price escalation/de-escalation for liquid asphalt (Performance Graded Asphalt Binder). Refer to the details below on how the adjustment to the cost per tonne of asphalt is to be administered by the Town of New Glasgow.
- 2) The successful contractor must complete Approach/Arterial streets and Downtown core patching by July 31, 2025, in a priority order list supplied by the town. All remaining patching on local and collector streets must be complete by August 31, 2025. Patching on Approach Streets and Downtown Core must be completed prior to any work on local or collector streets. A list of streets will be provided to the successful contractor. Downtown core will be between George and Marsh streets, and between Glasgow and Temperance streets. Engineer may extend completion dates if inclement weather.
- 3) Local and collector streets must be done in a systematic manner in order. Starting in ward 1, then ward 2 and ward 3. An area must be completed before moving to the next area, unless directed by the Town Engineer or the Transportation Supervisor. A town street map will be supplied to the contractor for clarification.
- 4) Patching, including utility cuts, must not be performed during rain or after a rain event if the street is wet or damp.
- 5) The outside air temperature at the start of the workday is to be +5 degrees Celsius and rising.
- 6) The Town will provide the contractor with a list of potential streets for capital projects. Patching on these selected streets will only be performed under the direction of the Town Engineer, Assistant Town Engineer, or Transportation Supervisor. Undirected patching will be at the expense of the contractor.
- 7) A Public Works employee will oversee any or all the work performed by the Contractor. An evaluation of the contractor's performance will be completed upon completion of the contract. Workmanship, timeliness, safety, proper notice, etc., will be items assessed. This evaluation will affect the ability to bid on future contracts. A copy of the evaluation form will be given to the successful contractor at the start of the work.

- 8) Asphaltic concrete shall conform to Department of Transportation specifications for Type D for utility cuts and sheet mix for hand patching.
- 9) The Town of New Glasgow must have an asphalt report from a certified testing company prior to the contractor starting the patching program, confirming that proposed material meets Department of Transportation specifications. The town reserves the right to collect random samples for evaluation by an independent certified testing company.
- 10) Hand patching shall be placed in potholes and wheel ruts, and over dips and cracked asphalt. The Town will assist the contractor with pre-marking and a Town employee will be assigned to work with the contractor to provide coverage amounts for selected streets. **ALL HAND PATCHING SHALL BE MADE INTO RECTANGULAR PATCHES.** Patches are to have tack (RS1) applied to all edges where new asphalt is to bond with existing asphalt. Ride quality shall be maintained. No “speed bump” type patching will be permitted.
- 11) Trucking must be done by the contractor, or a reputable company hired by the contractor. The trucks must meet all current safety standards and be mechanically sound. The “box” of the truck must not be contaminated from previous work. The town reserves the right to randomly check the “gross” and “tare” of the trucks by an independent certified scale.
- 12) All contractors shall submit a price per tonne for asphalt sheet and ½” mix FOB asphalt plant site with no minimum purchase tonnage. The Town of New Glasgow may use this throughout the summer season on an “as required” basis.
- 13) The contractor **must provide all traffic control** in accordance with the Nova Scotia Temporary Workplace Traffic Control Manual, latest revision. Traffic control must include contractor’s personnel and all necessary equipment and signage. The Contractor and the Temporary Workplace Signer will be responsible for setup and site control.
- 14) The contractor must provide all safety requirements, as per the Nova Scotia Construction Safety Association and the Nova Scotia Department of Labour, Skills and Immigration and must comply with the Town of New Glasgow Safety Manual to complete the work.
- 15) The contractor must contact Town representatives not less than 24 hours prior to the day of work, to confirm schedule and non-utility cut patching locations.

- 16) When utility cut work is to be performed by the contractor, it is the responsibility of the contractor to contact the appropriate supervisor at least 48 hours in advance of this work. This is to enable proper clearances from the appropriate utilities.
- 17) If utility cut work is performed by the Contractor, a minimum of 64mm (2.5”) and a maximum of 90mm (3.5”) of asphalt shall be placed in utility cuts. If the Town excavates for the utility cuts, the Town will provide Traffic Control for excavation work only, otherwise the Contractor must provide Traffic Control. Traffic Control for patching activities of utility cuts will be the sole responsibility of the Contractor whether the excavation work is performed by the Town or by the Contractor.
- 18) Tenderers are advised that in addition to price the selection process will consider start date and completion dates.

Town of New Glasgow

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ASPHALT PATCHING BID SHEET

I/we _____, having read the enclosed requirements, hereby agree to supply all equipment, traffic control, supervision, materials, and labour necessary to place asphaltic concrete (hand patching and spreader patching) to designated streets within the Town of New Glasgow. **These quantities are estimates only and may be increased and/or decreased without additional compensation.** Council approved budget for Fiscal Year 2025/2026 will dictate expenditures and therefore quantities placed.

Please note that the Town of New Glasgow may award the tender based on one or more of the parts listed below. **Start dates and Completion dates will form part of the tender evaluation process.** Prices tendered below for one part should not be contingent upon another (or all) parts. One or more contractors may be chosen for the Town of New Glasgow’s asphalt patching work for 2025. Include work schedule for each part.

	Est Quantity (Tonnes)	Cost/ Tonne	Total
<u>PART ‘A’ (Approaches and Downtown)</u>			
Sheet Mix Patching	100	_____	_____
<u>PART ‘B’ (Excluding Approaches)</u>			
Sheet Mix Patching	400	_____	_____
<u>PART ‘C’</u>			
½” Mix Utility Cuts Excavation by Town Patching by Contractor	150	_____	_____

Note: The Town may elect to do some, or all their own utility cut patching work. Quoted prices must not be contingent upon Estimated Quantity shown. Estimated quantity subject to change. Estimated tonnage and total will be used in calculating lowest bid.

If the Town does perform some or all the utility cut work, the ½” supply price will be used ONLY if comparable with other bids. Utility cut work, if performed by Town forces, does not guarantee purchase of ½’ mix (supply price in Part ‘E’).

PART ‘D’

Supply Hot Mix Asphalt FOB Plant (1/2”)	300	_____	_____
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NOTE: NO MINIMUM DROP

PART ‘E’

Supply Hot Mix Asphalt FOB Plant (Sheet)	200	_____	_____
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NOTE: PART ‘D’ AND ‘E’ COSTS WILL NOT BE CALCULATED IN DETERMINING VALUE OF CONTRACT FOR AWARD PURPOSES. SUPPLY prices must not be contingent upon Part A, B, and C. THE HIGHER OF THE PART C OPTION SHALL BE USED TO CALCULATE THE TOTAL PRICE FOR AWARD PURPOSES.

TOTAL (A-B) \$ _____

Price Escalation/De-escalation - Performance Graded Asphalt Binder (PGAB):

The contractor may be assessed a price increase or decrease for asphalt concrete mix placed under this contract, if the Monthly Asphalt Binder Rack Price (MABRP) for the PGAB specified differs by more than \$10.00 per tonne of PGAB, from the month in which this tender closes and the month(s) in which the asphalt patching work is performed. The MABRP will be the weighted average posted rack price established for the month, based on the rack prices provided by each approved supplier. This information is posted on the Nova Scotia Department of Transportation and Infrastructure Renewal’s website at the end of each month: www.gov.ns.ca/tran.

The Town's assessment of a price increase/decrease will be based on the difference between the posted weighted average MABRP for the month in which the tender closes, and the weighted average MABRP for the month(s) in which the asphalt patching work is performed.

Price differentials will only be applied for MABRP differences of \$10.00 or more per tonne of PGAB. Corresponding amounts will be calculated based on the number of tonnes of asphalt concrete mix placed and accepted by the Engineer multiplied by \$0.50 per tonne of hot mix for each full \$10.00 incremental difference in the posted MABRP.

Price adjustments due to the contractor or amounts owing to the Town will be paid/recovered when the asphalt patching work is completed.

Price adjustments will not be applied for any time periods where liquidated damages are being charged.

SIGNED

FIRM

DATE

WITNESS

COMMENCEMENT DATE: _____

COMPLETION DATE: _____

Work Schedule included: Yes No

Experience of crew:

Foreman	_____	years asphalt hand patching
Roller Operator	_____	years asphalt hand patching
Rakers	_____	years asphalt hand patching
Crew size:	_____	workers including Foreman.
		(Truck driver not included)

(Note: Traffic Control for all work is the sole responsibility of the contractor)