

Outagamie County Request for Bids 2026 Pavement Milling & Pulverizing

Attachment A – Special Provisions

1. General

Perform the work under this proposal for the performance of pavement milling and pulverizing for highway construction and maintenance for Outagamie County, Wisconsin. Execute the work as specified in the Standard Specifications for Highway and Structure Construction of the Wisconsin Department of Transportation (Standard Specifications), current edition, and these Special Provisions. References to the Department or State in the Standard Specifications shall, in most instances, mean Outagamie County. The term “Engineer” shall mean an authorized representative of the Outagamie County Highway Department. The special provisions in this proposal shall supplement and take precedence over the above-mentioned specifications.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

2. Scope of Work

The work under this proposal consists of pavement milling and pulverizing related to bituminous paving and resurfacing projects, installation of rumble strips in asphalt pavements, and all incidental items necessary to complete the work as included in this proposal.

3. Prosecution and Progress

The Department will request services for pavement milling and pulverizing for construction and maintenance projects on an “as needed” basis in advance of or during the current construction season. A response to a schedule request for performance of work under the contract shall be made within 14 calendar days of the original request. In the event that no response is received by the Department within this timeframe, the Department reserves the right to request work from the next lowest bidder until a response is received and work is scheduled.

Begin work within ten (10) calendar days, or guaranteed response time indicated on bid form, whichever is less, after receiving verbal or written notice to proceed. Coordinate with the Engineer on specific delivery requirements, location(s), and schedule. Performance of work shall be completed within Outagamie County or as specified in the “Location” item below with final quantities determined based on specific project need required by the Department.

4. Location of Services

All pricing reflected on the bid form shall be based on performing work on any County highway or County highway-controlled project within Outagamie County. This may include highway projects, improvements on or at County-owned facilities, or highway-related work for Townships or municipalities within Outagamie County. A current map of County highways is available from the Highway website or available upon request.

In the event that two or more projects are scheduled concurrently, the contractor will be compensated for the time spent travelling between project location(s) at the hourly Mobilization rate entered on the bid form for the respective equipment used to perform the work at each location.

5. General Requirements for Pavement Milling & Pulverizing

A General

Perform work in accordance with the applicable sections including 204 and 465 of the standard specifications and as follows.

B (vacant)

C Construction

Perform all pavement milling in accordance to standard specifications 204.3 and 465.3.3 of the standard specifications. Also provide a supporting crew, when requested, to perform cleanup operations behind the milling operation.

Perform all pavement reclamation in accordance to section 325.3 of the standard specifications.

Perform the installation of asphaltic rumble strips in accordance to section 465.3.3 of the standard specifications. Construction may be in existing or new asphaltic pavements. Construct rumble strips to the plan dimensions and depths as shown on the pertinent Standard Detail Drawings provided by the Wisconsin Department of Transportation.

Unless arranged otherwise, the Department will provide all traffic control, flagging, and trucking to support the milling or reclaiming operation. The Department may request these services, but will consider this as extra work. Coordinate specific project instructions or directions with the Superintendent, Project Supervisor, Project Foreman, or as assigned by the Engineer.

Fill out and submit a daily timesheet or charge sheet documenting the hours worked each day, the equipment being charged, the associated quantities for the work performed, and a description of the project location(s). Submit project charge sheets to the Project Foreman or Department representative daily.

The Department will coordinate with the selected contractor to establish the daily work hours that the contractor is available to perform the work. The Department will make every effort to keep the contractor's equipment operating at full capacity at all times. In the event that the contractor's equipment is delayed for reason other than equipment breakdown or contractor-initiated shutdown, the Department will consider requests for standby or delay time. Requests do not constitute approval.

The contractor shall indicate the equipment information along with the bid response. Included in this information shall be the equipment make and model, maximum operating dimensions, grinding depth, horsepower rating, and estimated production rate(s). The Department reserves the right to reject any or all bids and waive irregularities or informalities in the bids received and accept any bid most favorable to the Department.

The contractor's proposed equipment must be capable of providing a quality product. Determination of quality will be based primarily on the accuracy and ability to produce a consistent line and grade. Proposed equipment must be capable of using automatics or GPS-based location information in order to provide a quality product.

D Measurement

The Department will measure all work acceptably performed by the Hour for hourly rates and by either Lump Sum or hourly rate for mobilization costs.

E Payment

The Department will pay for measured quantities at the bid unit price in accordance with the applicable standard specifications for each respective item included in the bid form, and as modified below:

<u>DESCRIPTION</u>	<u>UNIT</u>
Pavement Milling w/ Operator	HR
Pavement Reclaiming w/ Operator	HR
Rumble Strip Milling w/ Operator	HR
Cleanup Crew (8-FT Mill)	HR
Cleanup Crew (Rumble Strips)	HR
Mobilization	EA
Mobilization	HR

Payment is full compensation for performing pavement milling or pulverizing; for transport and delivery of equipment to the project site to complete the work; and for all incidental items necessary to complete the work included in this bid, including submittal of daily timesheets, charge sheets and required documentation. No additional payment will be made for fuel surcharges. Proposed pricing further includes the cost of the equipment operator, including all necessary overtime and fringe benefits, if necessary. The Department will not make any additional payment for overtime; it should be included in the hourly unit cost submitted with the bid. Payment will only be made for time that the equipment is being used to perform production work for Department need; no payment will be made for equipment maintenance, shut-down time caused by equipment failure, etc. that is not caused by the Department.

The Department will consider adjustments to unit pricing for any proposed unit price that increases or decreases in cost by more than 25%, as long as the cost increase/decrease is shown to be industry wide. Requests for price adjustments may be initiated by the contractor or the Department with applicable supporting documentation, and shall use the requirements of subsection 104.2.2.4.3 of the standard specification as a basis for considering an adjustment to the contract price.

Proposed unit prices shall remain in effect until March 31, 2027.

6. Material Transfer Vehicle for Asphalt Paving

A General

This item describes furnishing and operating a material transfer vehicle (MTV) capable of receiving HMA from haul trucks, re-mixing/conditioning the material, and delivering a continuous, controlled, and non-segregating flow of HMA to the paver hopper to support placement of uniform, density-achieving asphalt mats under typical Wisconsin seasonal conditions.

This is a performance-based specification: the MTV may be any make/model/technology, provided it meets the outcomes and verification requirements below.

B (vacant)

C Construction

C.1 Definitions

- **MTV:** Equipment placed between haul trucks and paver that transfers and conditions hot mixed asphalt (HMA) and promotes continuous paving operations.
- **Conditioning / Re-mixing:** Mechanical process that reduces segregation and temperature differentials (e.g., augers, conveyors, live bins).
- **Segregation:** Separation of coarse/fine aggregate during handling leading to non-uniform gradation in the placed mat.

C.2 Performance Requirements

Continuous Paving / No Truck Bumping

Enable continuous paving and minimize surface defects associated with truck contact. Furnish and operate a MTV that is capable of receiving material from trucks without the truck contacting (“bumping”) the paver during normal operation. The MTV shall be capable of sustaining a paving operation such that the paver can operate continuously at a steady speed subject only to normal traffic control and jointing operations.

Material Flow Control

Provide stable, controllable material feed to the paver to support uniform mat thickness and density. Furnish and operate a MTV that is capable of providing an operator-adjustable discharge rate to match paver demand. The MTV shall be capable of delivering HMA to the paver in a manner that maintains consistent head of material in the paver hopper and minimizes “surging.”

Segregation Reduction / Material Remixing

Reduce truck-end and handling segregation prior to placement. Furnish and operate a MTV that includes a material conditioning/remixing system (e.g., augers, conveyors, live bin) that demonstrably reduces segregation versus direct truck-to-paver dumping. The MTV operation shall not create observable coarse aggregate streaking, open-textured bands, or localized non-uniformity attributable to transfer operations.

Temperature Management

Limit temperature differentials that can drive density variability, especially in shoulder seasons and wind. Furnish and operate a MTV that is capable of transferring material with **minimal heat loss** and without creating significant temperature differentials due to handling. When requested, the contractor shall demonstrate that MTV operations do not exacerbate differential cooling (e.g., excessive dwell time, uninsulated exposure, slow transfer).

Haul Truck Compatibility

Maintain efficient truck exchange and safe receiving operations. Furnish and operate a MTV that is capable of receiving HMA from typical fleet configurations (end-dump and/or live-bottom) and contains a receiving hopper designed and operated to prevent spillage and uncontrolled sloughing of HMA.

C.3 Coordination

The Department will coordinate with the selected contractor to establish the daily work hours that the contractor is available to furnish the MVT. The Department will make every effort to keep the contractor’s equipment operating at full capacity at all times. In the event that the contractor’s equipment is delayed for reason other than equipment breakdown or contractor-initiated shutdown, the Department will consider requests for standby or delay time. Requests do not constitute approval.

The contractor shall indicate the equipment information along with the bid response. Included in this information shall be the equipment make and model, maximum operating dimensions, hopper capacity, horsepower rating, and estimated production rate(s). The Department reserves the right to reject any or all bids and waive irregularities or informalities in the bids received and accept any bid most favorable to the Department.

The contractor’s proposed equipment must be capable of providing a quality product and a steady rate that is consistent with the aforementioned requirements.

D Measurement

The Department will measure all work acceptably performed by the Hour based upon the hourly rate provided.

E Payment

The Department will pay for measured quantities at the bid unit price in accordance with the aforementioned requirements under the following item:

<u>DESCRIPTION</u>	<u>UNIT</u>
Material Transfer Vehicle	HR
Mobilization	HR

Payment is full compensation for providing a MVT meeting the aforementioned performance requirements; for transport and delivery of equipment to the project site; for all fuel, maintenance, and for all incidental items necessary to complete the work as described, including submittal of daily timesheets, charge sheets and required documentation. No additional payment will be made for fuel surcharges. Proposed pricing further includes the cost of the equipment operator, including all necessary overtime and fringe benefits, if necessary. The Department will not make any additional payment for overtime; it should be included in the hourly unit cost submitted with the bid. Payment will only be made for time that the equipment is being used to perform production work for Department need; no payment will be made for equipment maintenance, shut-down time caused by equipment failure, etc. that is not caused by the Department.

The Department will consider adjustments to unit pricing for any proposed unit price that increases or decreases in cost by more than 25%, as long as the cost increase/decrease is shown to be industry wide. Requests for price adjustments may be initiated by the contractor or the Department with applicable supporting documentation, and shall use the requirements of subsection 104.2.2.4.3 of the standard specification as a basis for considering an adjustment to the contract price.

Proposed unit prices shall remain in effect until March 31, 2027.