



TOWN OF BRADFORD

HIGHWAY DEPARTMENT – 2026 PAVING PROJECTS

Request for Proposal

Contract Administrator:

Town of Bradford, New Hampshire
Highway Department
Justin Fitzgerald, Road Agent
75 West Main Street
P.O. Box 436
Bradford, NH 03221
(603) 938-5916
highway@bradfordnh.gov

TOWN OF BRADFORD REQUEST FOR PROPOSAL 2026 PAVING PROJECTS

The Town of Bradford, New Hampshire, is accepting Bid Proposals for their 2026 roadway paving projects to be **completed no later than October 2, 2026. Bid proposals are due by 12:00 Noon on June 5, 2026**

PROJECT DETAILS: The Town's summer/fall roadway paving project, which includes one or a combination of the following tasks with descriptions listed below that the contractor shall follow. Projects include but not limited to grinding of existing asphalt, laying out prepping for base coat, base coat paving and wear course paving. West Road - Approximately up to 10,000' of grinding and layout, 10,000' base coat. Fairgrounds Road - Approximately 3,915' of wear coat. Also requires identifying tonnage/SY for paving and/or grinding with estimated unit quantities.

ADJUSTING STRUCTURES:

- Bradford Highway Department will adjust structures as needed.

PAVEMENT MILLING:

- All pavement saw cutting may be completed after grinding operations. All 3" or larger asphalt chunks that are not ground shall be removed from the site by the Contractor and disposed of at the Town Transfer Station prior to paving.

BRADFORD HIGHWAY DEPARTMENT:

- Will need to complete any drainage improvements prior to any paving.

SAW CUT/MILLED JOINTS:

- Grind a 1" deep by 4' wide (minimum) transverse joint at the ends of each roadway that will receive a new 2.5" payment and/or a 1 ½" (minimum) pavement leveling course. This item is subsidiary to all other work on the project.

PAVEMENT RECYCLING:

- Initial Grinding – Existing pavement surfaces shall be ground to a depth of approximately 12" deep, and full width of said roads, for all locations specified.
- Final Grinding – Upon completion of initial grinding, 1½" crushed gravel may be added where needed, across the ground portion of the roadway and then final grinding passes shall be completed to create a homogeneous mixture of the recycled asphalt and the 1½" crushed gravel. (NOTE: All pavement saw cutting may be completed after grinding operations. All 3" or larger asphalt chunks that are not ground shall be removed from the site by the Contractor and disposed of at the Town Transfer Station prior to paving.)

INITIAL GRADING & COMPACTION:

- Establish the roadway centerline, finish grade and compact all ground sections of pavement. Cross-slope of the road shall be graded to 2%+/- from the center line or shall match the existing cross-slope of the road with prior approval from the Highway Road Agent or foreman in charge. Existing roadway profiles may be adjusted to accommodate additional crushed gravel material with prior approval. All drainage courses shall be maintained and shall be cleaned free of debris that may fall into them. This item is subsidiary to pavement grinding that will be necessary for the project. Contractor will be responsible for erosion control.

FINE GRADING:

- Contractor to do fine grading and compact all finish graded roadways prior to paving.

ROADWAY SWEEPING:

- Remove sand, grit, and debris material from the surface of each roadway prior to paving or applying emulsion. This task is subsidiary to all other work on the projects.

EMULSIFIED ASPHALT TACK COAT:

- On all saw cut joints and curb. Apply a uniform coating of emulsion joint adhesive to the exterior surfaces of raised drainage structures as well as the area between the milled or existing surfaces and new asphalt before paving, as application (excludes paver leveling courses).

ASPHALT PAVER LEVELLING COURSE:

- Construct an asphalt leveling course with an approximate thickness of ¾' to 1" +/- using ½" hot mix asphalt (HMA) (or 3/8" HMA with prior approval from the Highway Road Agent) over rough, cracked, and irregular pavement surfaces that are observed along each roadway specified (locations shall be identified by the Highway Road Agent).
- Requires asphalt slips on all paving.

ROADWAY PAVING BASE COURSE:

- Contractor shall construct a full-width 2 ½" HMA base course using ¾" HMA.

ROADWAY SHIM:

- Where applicable, full-width shims of ½" HMA to fill in ruts and depressions before adding wearing course. Shims will be indicated on worksheets on roads.

WEARING COURSE:

- 1 ½" asphalt wearing course, using ½" HMA (machine method), on areas where base pavement has been applied. Pavement shall be furnished and installed in accordance with all application NHDOT Standards and Specification for Roads & Bridge Construction, latest edition with all revisions.

DRIVEWAY / ROAD APRONS:

The driveways will need to match both road and existing driveway pavement grade. Length of apron to be determined on site. This item will be paved under hand method paving. Aprons will need to be saw cut or a butt joint installed to match grade. Adjustments in length may need to be made for proper drainage.

SHOULDER STONE & DRIVEWAY HARDBAK:

- To be completed by others or agreed upon prior to work, if any.

TRAFFIC CONTROL:

- The Contractor shall provide all signage and/or traffic control flaggers that may be necessary to conduct daily paving operations in a safe manner and for the safety of the traveling public.

PROTECTION OF WORK:

- The Contractor shall take all necessary precautions to protect all work that is in progress, which includes, but is not limited to, work that is not complete and/or that has not been accepted by the Town.

MOBILIZATION / DEMOBILIZATION:

- Mobilization and demobilization will be included in project cost.

SUBCONTRACTING WORK:

- The Contractor, who is awarded the Town's paving project, shall be responsible for conducting and completing all paving work. The names and qualifications of all subcontractors, proposed by the Contractor, shall be provided for approval by the Highway Road Agent.

MISCELLANEOUS WORK & CLEAN-UP:

- The Contractor shall be responsible for cleaning up all excess pavement that is left from cleaning out of trucks and equipment, and for cleaning and removing of all other project related debris from the Town rights-of-way. Miscellaneous work and clean-up shall be completed prior to final payment for all projects.

**PAYMENT AND PERFORMANCE BONDS ARE REQUIRED
FOR ALL PROJECTS OVER \$35,000**

ADDITIONAL INFORMATION: The Contractor shall provide unit costs for each project material listed, and shall provide the total project cost. The unit cost for each respective materials shall be the all-inclusive cost to furnish and install the item. This Request for Proposal will be in the **Contract** that is signed by the Town for the Contractor that is selected for the project. No other Bid Proposal, Contract, or Agreement forms shall be considered by the Town for this project, unless prior approval is received, in writing, from the Highway Road Agent.

Construction Contingency - 1 – LS – (\$10,000.00).

Note – Construction Contingency is only to be paid out if used for unforeseen conditions and / or changes in scope of work approved by the Town representative

The Town reserves the right to accept or reject any or all proposal, either in whole or in part; to waive any defects, informalities, and/or minor irregularities in proposal responses. The Town reserves the right to accept substitutions or exceptions to the proposed materials **ONLY** if authorization is provided to the Contractor, in writing, prior to the submission of his/her Bid Proposal.

The Town reserves the right to add or subtract from the scope of this Bid Proposal to fit within the parameters of the budget. This will be mutually agreed upon by the Town and the Contractor, before execution of a contract.

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Any questions should be directed to Justin Fitzgerald, Highway Road Agent, via email at highway@bradfordnh.gov.

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2. The Bidder's proposal must be signed with ink by the individual, by one or more members of the partnership, by one or more members or officers of each firm representing a joint venture, by one or more officers of a corporation, or by an agent of the contractor legally qualified and acceptable to the owner. If the proposal is made by an individual, their name and post office address must be shown; by a partnership, the name and post office address of each partnership member must be shown; as a joint venture, the name and post office address of each must be shown, by a corporation the name of the corporation and its business address must be shown, together with the name of the state in which it is incorporated in, and the names, titles and business addresses of the President, Secretary and Treasurer.
3. The Bidder shall provide the name of his/her company, the company's mailing address, physical address, the name of the individual that will be responsible for overseeing the completion of the projects, the phone number of the individual that will oversee the project, and email addresses for all project contacts and/or persons directly in charge of the project.

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When sent electronically, the proposal shall ONLY be addressed to:

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WITHDRAWAL OF BID PROPOSALS

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DISQUALIFICATION OF BIDDERS

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HIGHWAY DEPARTMENT – 2026 PAVING PROJECTS

Request for Proposal

Contract Administrator:

Town of Bradford, New Hampshire
Highway Department
Justin Fitzgerald, Road Agent
75 West Main Street
P.O. Box 436
Bradford, NH 03221
(603) 938-5916
highway@bradfordnh.gov

TOWN OF BRADFORD REQUEST FOR PROPOSAL 2026 PAVING PROJECTS

The Town of Bradford, New Hampshire, is accepting Bid Proposals for their 2026 roadway paving projects to be **completed no later than October 2, 2026. Bid proposals are due by 12:00 Noon on June 5, 2026**

PROJECT DETAILS: The Town's summer/fall roadway paving project, which includes one or a combination of the following tasks with descriptions listed below that the contractor shall follow. Projects include but not limited to grinding of existing asphalt, laying out prepping for base coat, base coat paving and wear course paving. West Road - Approximately up to 10,000' of grinding and layout, 10,000' base coat. Fairgrounds Road - Approximately 3,915' of wear coat. Also requires identifying tonnage/SY for paving and/or grinding with estimated unit quantities.

ADJUSTING STRUCTURES:

- Bradford Highway Department will adjust structures as needed.

PAVEMENT MILLING:

- All pavement saw cutting may be completed after grinding operations. All 3" or larger asphalt chunks that are not ground shall be removed from the site by the Contractor and disposed of at the Town Transfer Station prior to paving.

BRADFORD HIGHWAY DEPARTMENT:

- Will need to complete any drainage improvements prior to any paving.

SAW CUT/MILLED JOINTS:

- Grind a 1" deep by 4' wide (minimum) transverse joint at the ends of each roadway that will receive a new 2.5" payment and/or a 1 ½" (minimum) pavement leveling course. This item is subsidiary to all other work on the project.

PAVEMENT RECYCLING:

- Initial Grinding – Existing pavement surfaces shall be ground to a depth of approximately 12" deep, and full width of said roads, for all locations specified.
- Final Grinding – Upon completion of initial grinding, 1½" crushed gravel may be added where needed, across the ground portion of the roadway and then final grinding passes shall be completed to create a homogeneous mixture of the recycled asphalt and the 1½" crushed gravel. (NOTE: All pavement saw cutting may be completed after grinding operations. All 3" or larger asphalt chunks that are not ground shall be removed from the site by the Contractor and disposed of at the Town Transfer Station prior to paving.)

INITIAL GRADING & COMPACTION:

- Establish the roadway centerline, finish grade and compact all ground sections of pavement. Cross-slope of the road shall be graded to 2%+/- from the center line or shall match the existing cross-slope of the road with prior approval from the Highway Road Agent or foreman in charge. Existing roadway profiles may be adjusted to accommodate additional crushed gravel material with prior approval. All drainage courses shall be maintained and shall be cleaned free of debris that may fall into them. This item is subsidiary to pavement grinding that will be necessary for the project. Contractor will be responsible for erosion control.

FINE GRADING:

- Contractor to do fine grading and compact all finish graded roadways prior to paving.

ROADWAY SWEEPING:

- Remove sand, grit, and debris material from the surface of each roadway prior to paving or applying emulsion. This task is subsidiary to all other work on the projects.

EMULSIFIED ASPHALT TACK COAT:

- On all saw cut joints and curb. Apply a uniform coating of emulsion joint adhesive to the exterior surfaces of raised drainage structures as well as the area between the milled or existing surfaces and new asphalt before paving, as application (excludes paver leveling courses).

ASPHALT PAVER LEVELLING COURSE:

- Construct an asphalt leveling course with an approximate thickness of ¾' to 1" +/- using ½" hot mix asphalt (HMA) (or 3/8" HMA with prior approval from the Highway Road Agent) over rough, cracked, and irregular pavement surfaces that are observed along each roadway specified (locations shall be identified by the Highway Road Agent).
- Requires asphalt slips on all paving.

ROADWAY PAVING BASE COURSE:

- Contractor shall construct a full-width 2 ½" HMA base course using ¾" HMA.

ROADWAY SHIM:

- Where applicable, full-width shims of ½" HMA to fill in ruts and depressions before adding wearing course. Shims will be indicated on worksheets on roads.

WEARING COURSE:

- 1 ½" asphalt wearing course, using ½" HMA (machine method), on areas where base pavement has been applied. Pavement shall be furnished and installed in accordance with all application NHDOT Standards and Specification for Roads & Bridge Construction, latest edition with all revisions.

DRIVEWAY / ROAD APRONS:

The driveways will need to match both road and existing driveway pavement grade. Length of apron to be determined on site. This item will be paved under hand method paving. Aprons will need to be saw cut or a butt joint installed to match grade. Adjustments in length may need to be made for proper drainage.

SHOULDER STONE & DRIVEWAY HARDBAK:

- To be completed by others or agreed upon prior to work, if any.

TRAFFIC CONTROL:

- The Contractor shall provide all signage and/or traffic control flaggers that may be necessary to conduct daily paving operations in a safe manner and for the safety of the traveling public.

PROTECTION OF WORK:

- The Contractor shall take all necessary precautions to protect all work that is in progress, which includes, but is not limited to, work that is not complete and/or that has not been accepted by the Town.

MOBILIZATION / DEMOBILIZATION:

- Mobilization and demobilization will be included in project cost.

SUBCONTRACTING WORK:

- The Contractor, who is awarded the Town's paving project, shall be responsible for conducting and completing all paving work. The names and qualifications of all subcontractors, proposed by the Contractor, shall be provided for approval by the Highway Road Agent.

MISCELLANEOUS WORK & CLEAN-UP:

- The Contractor shall be responsible for cleaning up all excess pavement that is left from cleaning out of trucks and equipment, and for cleaning and removing of all other project related debris from the Town rights-of-way. Miscellaneous work and clean-up shall be completed prior to final payment for all projects.

**PAYMENT AND PERFORMANCE BONDS ARE REQUIRED
FOR ALL PROJECTS OVER \$35,000**

ADDITIONAL INFORMATION: The Contractor shall provide unit costs for each project material listed, and shall provide the total project cost. The unit cost for each respective materials shall be the all-inclusive cost to furnish and install the item. This Request for Proposal will be in the **Contract** that is signed by the Town for the Contractor that is selected for the project. No other Bid Proposal, Contract, or Agreement forms shall be considered by the Town for this project, unless prior approval is received, in writing, from the Highway Road Agent.

Construction Contingency - 1 – LS – (\$10,000.00).

Note – Construction Contingency is only to be paid out if used for unforeseen conditions and / or changes in scope of work approved by the Town representative

The Town reserves the right to accept or reject any or all proposal, either in whole or in part; to waive any defects, informalities, and/or minor irregularities in proposal responses. The Town reserves the right to accept substitutions or exceptions to the proposed materials **ONLY** if authorization is provided to the Contractor, in writing, prior to the submission of his/her Bid Proposal.

The Town reserves the right to add or subtract from the scope of this Bid Proposal to fit within the parameters of the budget. This will be mutually agreed upon by the Town and the Contractor, before execution of a contract.

The Town reserves the right to select the proposal or proposals that are determined by the Town to be in its best interest.

Any questions should be directed to Justin Fitzgerald, Highway Road Agent, via email at highway@bradfordnh.gov.

PREPARATION OF BID PROPOSAL

The Bidder shall specify a unit price for each pay item. All figures shall be in ink or typed. **Bid proposals are due by 12:00 Noon on June 5, 2026.**

1. If a unit price or lump sum bid already entered by the Bidder is to be altered, it should be crossed out with ink. The new unit price or lump sum bid should be entered either above or below it, and initialed (in ink) by the Bidder. In case of discrepancy between the prices written in words versus those written in figures, the prices written in words shall govern.
2. The Bidder's proposal must be signed with ink by the individual, by one or more members of the partnership, by one or more members or officers of each firm representing a joint venture, by one or more officers of a corporation, or by an agent of the contractor legally qualified and acceptable to the owner. If the proposal is made by an individual, their name and post office address must be shown; by a partnership, the name and post office address of each partnership member must be shown; as a joint venture, the name and post office address of each must be shown, by a corporation the name of the corporation and its business address must be shown, together with the name of the state in which it is incorporated in, and the names, titles and business addresses of the President, Secretary and Treasurer.
3. The Bidder shall provide the name of his/her company, the company's mailing address, physical address, the name of the individual that will be responsible for overseeing the completion of the projects, the phone number of the individual that will oversee the project, and email addresses for all project contacts and/or persons directly in charge of the project.

IRREGULAR PROPOSALS

1. Bid proposal will be considered irregular and may be rejected for any of the following reasons:
2. If the proposal is altered or any part thereof is detached.
3. If there are unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the proposal incomplete, indefinite, or ambiguous as to its meaning.

4. If the Bidder adds any provisions reserving the right to accept or reject an award, or to enter a Contract pursuant to an award.
5. If the proposal does not contain a unit price for each pay item listed, except in the case of authorized alternate pay items.

DELIVERY OF BID PROPOSALS

When sent by mail, the sealed proposal shall be addressed to:

Town of Bradford
Justin Fitzgerald, Highway Road Agent
P.O. Box 436
Bradford, NH 03221

When sent electronically, the proposal shall ONLY be addressed to:

highway@bradfordnh.gov with subject: “**2026 Roadway Paving Projects**” listed.

WITHDRAWAL OF BID PROPOSALS

A Bidder can withdraw their proposal, unopened, after it has been deposited if such request is received in writing prior to the time specified for opening the proposals.

DISQUALIFICATION OF BIDDERS

Either of the following reasons may be considered as being sufficient for the disqualification of a bidder and the rejection of their bid proposal(s):

1. Evidence of collusion among Bidders.
2. Failure to supply complete information as requested by the bid specifications.