



Eaton County Road Commission

Jerry L. Frazier
Chair

April 18, 2019

Benjamin S. Lyons
Vice Chair

NOTICE TO BIDDERS

Duane A. Eldred
Member

Sealed proposals will be received by the Board of County Road Commissioners of the County of Eaton, Michigan at 1112 Reynolds Road, Charlotte, MI 48813, until 10:00 am, Monday, May 13, 2019, at which time and place proposals will be publicly opened and read aloud for furnishing and delivering the following:

Timothy J. Lamoreaux
Member

HMA RESURFACING

Dorothy E. Maxwell
Member

CONTRACT D – HMA 13A; Approximately 32,570 Tons along with curb reconstructs, structure adjustments, cold milling, and other related work at various locations in Eaton County, Michigan.

Blair E. Ballou, P.E.
Engineer-Manager

The Eaton County Road Commission will consider award of the contracts after review by staff.

Lori N. Friedlis, CPA
Director of Finance

Specifications, bid blanks, and further information may be obtained at the offices of the undersigned, 1112 Reynolds Road, Charlotte, MI 48813, Telephone (517) 543-1630 or (877) 883-2866.

All proposals must be submitted in sealed envelopes bearing the name of the bidder and clearly marked with a notation indicating the service or material for which the bid is submitted. **All bids must be submitted on the enclosed Bid Blank.**

1112 Reynolds Road
Charlotte, MI 48813

The Board reserves the right to accept or reject any or all bids, to waive the irregularities in any proposal, and to make the award in any manner deemed in the best interest of the County of Eaton.

Telephone
517-543-1630
Toll-Free
877-883-2866

**BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF EATON, MICHIGAN**

Fax
517-543-2608

Jerry L. Frazier, Chair
Benjamin S. Lyons, Vice Chair
Duane A. Eldred, Member
Timothy J. Lamoreaux, Member
Dorothy E. Maxwell, Member

Email
ecrc@eatoncountyroa.com

**EATON COUNTY ROAD COMMISSION
CHARLOTTE, MICHIGAN
2019 HMA SURFACING PROPOSAL**

CONTRACT D

**To: Board of Eaton County Road Commissioners
1112 Reynolds Road
Charlotte, Michigan 48813**

The undersigned has examined the Plans, Specifications, and the Location of the work described herein and is fully informed as to the nature of the work and the conditions relating to its performance, and understands that the quantities shown are approximate only and are subject to either Increase or Decrease.

The undersigned hereby proposes to furnish all necessary equipment, tools, apparatus, and other means of construction; do all the work and furnish all the materials; and, for the unit prices named in the itemized bid, complete the work herein described, in strict accordance with the plans thereof, and in strict conformity with the requirements of the 2012 Michigan Department of Transportation Standard Specifications for Construction and such other special provisions and supplemental specifications included as part of this proposal.

The undersigned further proposes to do such extra work as may be authorized by the Eaton County Road Commission, prices for which are not included in the itemized bid. Compensation shall be made on the basis agreed upon prior to commencing with extra work.

The undersigned encloses a certified or cashiers check on an open solvent bank, in the amount of \$25,000, payable to the Eaton County Road Commission as a guarantee of good faith. If the undersigned is the successful bidder and fails to enter into a contract to furnish satisfactory bonds to the Eaton County Road Commission within 15 days after being furnished with the necessary contract and bond forms, the Bid Deposit will be forfeited to the Eaton County Road Commission as liquidated damages. It is understood that the Bid Deposit of the successful bidder will not be returned until the contract has been executed and that the proposal guarantees of all other bidders will be returned promptly.

Company Name _____

Address _____

Phone # _____

Fax # _____

Signed by _____

Date _____

EATON COUNTY ROAD COMMISSION

2019 HMA SURFACING BID BLANK

CONTRACT D

ITEM OF WORK	QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT
**HMA, 13A	32,570	TON	\$ _____	\$ _____
Cold Milling HMA Surface	1,200	SYD	\$ _____	\$ _____
Shoulder, CL II	10,640	TON	\$ _____	\$ _____
Dr Structure Cover, Adj	4	EACH	\$ _____	\$ _____
Curb Reconstruct	110	FT	\$ _____	\$ _____
Monument Box Adjust	22	EACH	\$ _____	\$ _____
Pavt Mrkg, Type NR, 4 inch, Temp.	4,074	FOOT	\$ _____	\$ _____
TOTAL BID CONTRACT C				\$ _____
*HMA, 13A - NO RAP	32,570	TON	\$ _____	\$ _____

*** The Eaton County Road Commission is requesting a bid price for an alternate material with no Reclaimed Asphalt Pavement (RAP). The quantity shown in each bid line is the total estimated for this contract. Either HMA mix design may be selected in whole or for any part of this contract at the discretion of the Eaton County Road Commission. The mix design will not change on any one HMA course on an individual project, but 2 course pavements may have separate mix designs for each course. The Eaton County Road Commission will award this contract as it feels is in the best interest of the Road Commission.**

EATON COUNTY ROAD COMMISSION

**2019 HMA SURFACING
BID BLANK**

CONTRACT D

****Mix design percent RAP binder by weight of total binder _____ %**

The undersigned agrees that the quantities provided on the Contract C Bid Blank are estimates. Actual quantities paid will be based on final field measurements. The Eaton County Road Commission reserves the right to increase or decrease quantities, or add or eliminate entire projects from the contract. No unit price changes will be allowed as a result of increased or decreased quantities, or for added or eliminated projects.

Company Name _____ Date _____

Address _____ Phone # _____

_____ Fax # _____

Signed by _____

EATON COUNTY ROAD COMMISSION

2019 HMA SURFACING PROGRAM
 BID BLANK SUMMARY

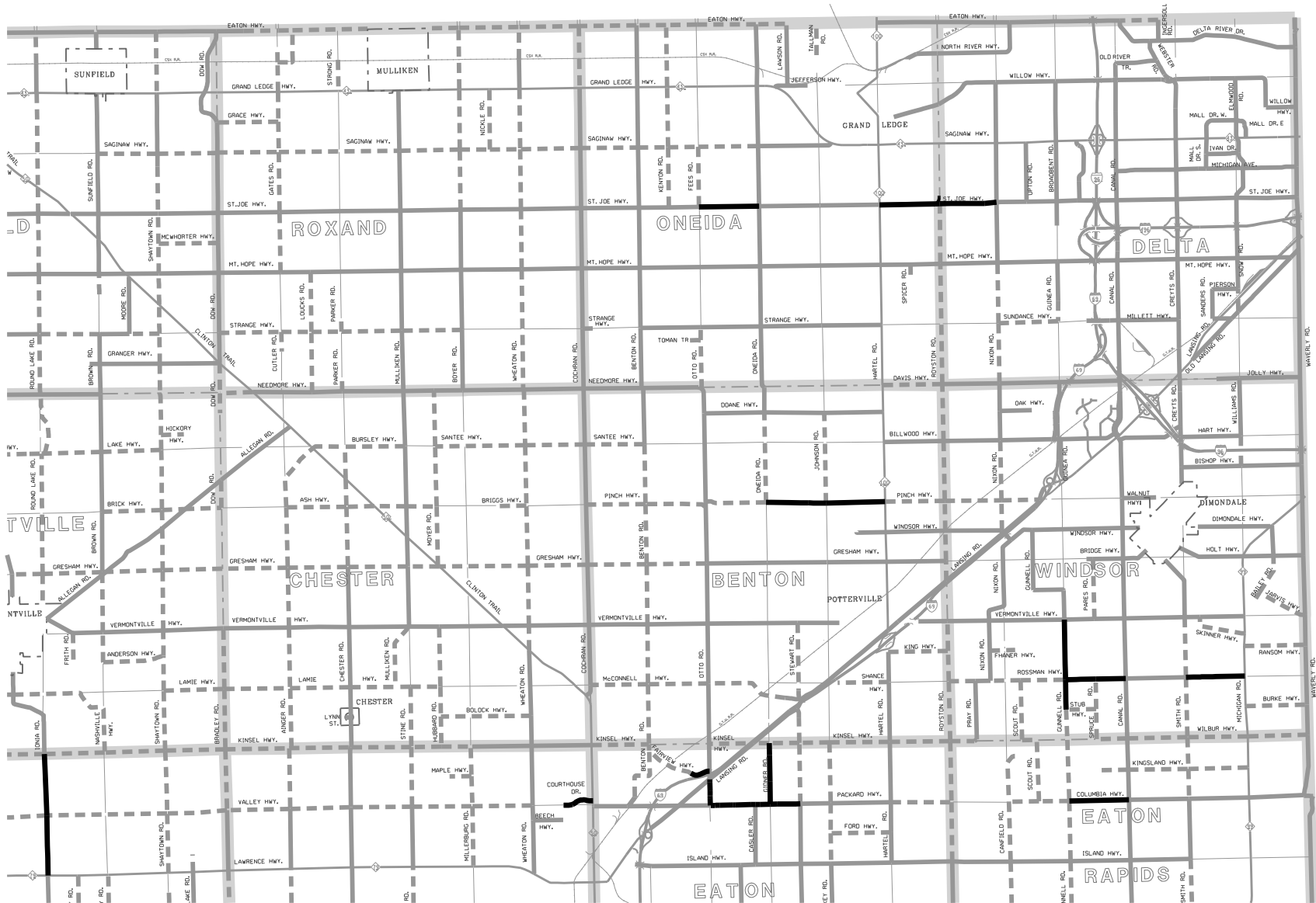
04/18/2019

ROAD	FROM TO	LENGTH	WIDTH	HMA APPLICATION RATE #/SYD	HMA OVERLAY TON	HMA WEDGING TON	TOTAL HMA, 13A TON	COLD MILLING HMA SURFACE SYD	SLOPE RESTORATION SYD	SHOULDER, CL II TON	PAVT MRKG, TYPE NR, 4 INCH, TEMP FT	CURB RECONSTRUCT FT	DR. STRUCTURE COVER, ADJ. EACH	MONUMENT BOX ADJUST EACH
CONTRACT D														
Austin Way	St. Joe to end	800	30	220	300	50	350			50				
Courthouse	M-50 to Independence	2710	33	220	1,100		1,100			200	136	75		
Gunnell	Stub to Vermontville	8030	23	220	2,260	450	2,710			1,180	402			3
Ionia Rd.	M-79 to Kinsel	10675	24	330	4950		4950			1570	534			
Otto Rd.	Packard to Lansing	2600	22	380	1,210		1,210			390	130	35		
Fairview Hwy	Otto to end pavt	1874	23	220	530	50	580			210	94			
Gidner	Packard to Kinsel	5387	22	220	1,450	50	1,500			990	270			1
Columbia Hwy	Gunnell to Canal	5291	23	220	1,490	400	1,890			590	265			1
Packard Hwy.	Stewart to Otto	8300	24	220	2,440		2,440	1,200		1,220	415			4
Pinch Hwy.	Oneida to Hartel	10435	22.5	220	2,870	100	2,970			1,150	522			2
Rossman Hwy	Gunnell to Canal	5324	24	220	1,570	250	1,820			790	267			2
Rossman Hwy	Smith to M-99	5180	24	220	1,670	200	1,870			760	259			2
St Joe Hwy.	M-100 to Royston	5280	30	380	3,520		3,520			390	264		2	2
St Joe Hwy.	Royston to Nixon	5020	30	380	3,340		3,340			370	251		2	2
St. Joe Hwy.	Fees to Oneida	5269	24	330	2,320		2,320			780	265			3
Totals =					31,020	1,550	32,570	1,200		10,640	4,074	110	4	22

EATON COUNTY, MICHIGAN 2019 HMA PAVING CONTRACT D

— HMA PAVING

APRIL 17, 2019



**EATON COUNTY ROAD COMMISSION
2019 HMA RESURFACING**

CONTRACT D

PROJECT LOG

The following is additional work necessary prior to resurfacing of these roads.

St. Joe Hwy - M-100 to Nixon

Prior to paving, the road will be trenched, widened, and crushed and shaped by others. After the crushing and shaping operation, the road shall be paved in two equal lifts of 190#/syd each (380#/syd total). The Engineer will coordinate the schedule for the crushing and shaping operation so paving may occur immediately after the crushing and shaping work is complete.

St. Joe Hwy – Fees Rd to Oneida Rd

Prior to paving, Ionia Rd. will be crushed and shaped by others. After the crushing and shaping operation, the road shall be paved in two equal lifts of 190#/syd each (380#/syd total). The Engineer will coordinate the schedule for the crushing and shaping operation so paving may occur immediately after the crushing and shaping work is complete.

Ionia Road – M-79 to Kinsel

Prior to paving, the road will be trenched, widened, and crushed and shaped by others. After the crushing and shaping operation, the road shall be paved in two equal lifts of 165#/syd each (330#/syd total). The Engineer will coordinate the schedule for the crushing and shaping operation so paving may occur immediately after the crushing and shaping work is complete.

Otto Road – Packard to Lansing Rd

Prior to paving, Otto Rd. will be crushed and shaped by others. After the crushing and shaping operation, the road shall be paved in two equal lifts of 190#/syd each (380#/syd total). The Engineer will coordinate the schedule for the crushing and shaping operation so paving may occur immediately after the crushing and shaping work is complete

EATON COUNTY ROAD COMMISSION

SPECIFICATIONS
FOR
HMA SURFACING PROGRAM

ECRC

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03-07-19

- A. All work included in the 2019 HMA Surfacing Program shall follow the 2012 Michigan Department of Transportation Standard Specifications for Construction, except as modified herein.
- B. Prepare the existing asphalt surface in accordance with section 501.03.C of the Standard Specifications. Joint cleanout will not be required. The contractor shall provide the Road Commission one week's notice prior to beginning pavement cleaning to provide for blading the shoulder or berm. Material left on the existing pavement resulting from the blading operations shall be removed as part of pavement cleaning. Payment for pavement cleaning shall be included in the unit price bid for HMA work items and will not be paid for separately.
- C. Place the bond coat in accordance with section 501.03.D of the Standard Specifications. Payment for the bond coat shall be included in the unit price bid for HMA work items and will not be paid for separately.
- D. Cold Milling HMA Surface shall be in accordance with section 501.03.C.5 of the Standard Specifications. Cold Milling HMA Surface includes edge milling or milling the entire road surface.

The quantities and project locations where cold milling is indicated on the Bid Blank Summary are estimates only and will be paid based on final measurements. Any deletion or addition of project locations, or increases or decreases in milling quantities, will not change the unit prices bid. Cold milling will be paid by the square yard as **Cold Milling HMA Surface**.

Where indicated on the bid blank, specified locations will be cold milled and the material salvaged and hauled to the Eaton County Road Commission garage closest to the milling operation. Refer to the **Cold Milling HMA Surface, Special** special provision in the proposal.

Butt joints shall be milled wherever new HMA will abut adjacent pavement to remain. Payment of butt joints shall be included in the unit price bid for HMA work items and will not be paid for separately.

Where directed by the Engineer, edge milling shall be performed to remove the existing HMA surface at the curb line to a depth as necessary to match the proposed yield. Where edge milling is indicated, the existing HMA surface shall be milled to a maximum width of 7 feet from the curb edge.

Where the entire road width is milled, the pavement shall be milled at a 2% cross slope, or as near as possible. The depth at the existing curb edge shall be as necessary to match the proposed yield. Where the milled depth creates a drop of 3" or greater, the contractor shall immediately place temporary ramps at all drives and butt joints and remove them immediately prior to surfacing. Payment for temporary ramps shall be included in the unit price bid for **Cold Milling HMA Surface** or **Cold Milling HMA Surface, Special** and will not be paid for separately.

The contractor should expect to be milling into the subsurface on entire roads and on portions of some roads to obtain the specified depth and cross slope. No additional payment will be made where milling subsurface material occurs.

- E. Adjust monument boxes in accordance with Section 821 of the Standard Specifications. Quantities shown on the bid blank are estimates and payment will be for the actual number of monument boxes adjusted.

The unit price for **Monument Box Adjust** includes the cost of sawcutting existing pavement, adjusting the cover up or down, and removing and replacing the pavement adjacent to the monument box. Metal riser rings are not allowed to adjust monument boxes.

- F. Adjust drainage structure covers, water manhole covers, and water valve boxes in accordance with Sections 403 and 823 of the Standard Specifications. Quantities shown on the bid blank are estimates and payment will be for the actual number of covers adjusted.

Adjusting manhole covers, catch basin covers, and water valve manhole covers will be measured and paid for as **Dr Structure Cover, Adj - Each**. Water valve boxes will be measured and paid for as **Water Shutoff, Adj - Each**.

Temporary lowering and/or protection of existing drainage structure covers for cold milling operations will be required. All costs for temporary lowering of covers shall be included in the unit price bid for **Cold Milling HMA Surface** or **Cold Milling HMA Surface, Special**. Covers and boxes that do not require adjustment, but which require removal of the existing HMA surface (hand chipping) prior to surfacing will be paid for at 50% of the bid price for the respective adjust work item.

Drainage structure covers shall be adjusted with concrete blocks, bricks or concrete adjusting rings supported on a full bed of mortar. Water valve boxes shall be adjusted by turning casting up to the required elevation.

Metal riser rings will not be allowed to adjust drainage structure covers or valve boxes.

- G. Reconstruct drainage structures where the existing chimney, or top section of the drainage structure, has failed, and where directed by the Engineer. Prior to commencing work, the Engineer will mark those drainage structures that require reconstruction. If a drainage structure is not marked for reconstruction, but the Contractor feels the condition is such that it should be, the contractor shall contact the Engineer to inspection prior to performing the work.

All work, materials, and equipment shall meet the requirements of Section 403 of the Standard Specifications. The drainage structure shall be reconstructed using new concrete blocks, bricks, or precast concrete sections. Chimney sections shall be reconstructed using new concrete blocks, bricks, or precast riser rings supported on a full bed of mortar. The outside of the reconstructed section of the drainage structure shall be wrapped with non-woven geotextile fabric prior to backfilling.

Drainage Structure Reconstruct will be measured by the foot from the lowest depth of drainage structure required to be removed to 6" below the bottom of the casting. Payment shall be in full for all work, materials, and equipment necessary to perform drainage structure reconstruction. **Dr Structure Cover, Adj** will also be paid on those structures where **Drainage Structure Reconstruct**

is paid. Curb and gutter that must be removed and replaced to facilitate the pay item **Drainage Structure Reconstruct** will be paid for as **Curb Reconstruct**.

Prior to commencing **Dr Structure Cover, Adj** and **Drainage Structure Reconstruct**, the inside of the manholes will be photographed. It will be the contractor's responsibility to remove all material that they has fallen into the manholes during the course of the work, at no cost to the contract. The contractor shall take all proper and OSHA approved safety measures required to remove the material from the drainage structures.

- H. New curb and gutter will be required on those projects designated on the bid blank or as determined by the Engineer and shall be in accordance with section 802 of the Standard Specifications.

Where directed by the Engineer, existing curb and gutter shall be removed and replaced with curb and gutter of the same cross section. Work required will be removing the existing curb and gutter; excavating to prepare the grade; placing, grading, and compacting aggregate base for the new curb and gutter; constructing the curb and gutter; HMA hand patching; and restoration behind the curb. All work, labor, materials, and equipment for removing the existing curb and gutter, excavating, placing new aggregate base, placing new curb and gutter, hand patching, backfill and slope restoration will be measured by the foot and paid for as **Curb Reconstruct**.

Where there is no existing curb and gutter, the grade will be excavated; Aggregate Base, 21AA, 6 inch placed, graded, and compacted for the new curb and gutter and new HMA between the new curb and existing pavement; new curb and gutter constructed; and the slope restored. Refer to the Proposed Intersection Curb Construction detail. All work, labor, materials, and equipment for constructing the new curb and gutter where there is no curb and gutter will be measured by the foot and paid for as **Curb, Conc, Det B2 – Special**. All work, labor, materials, and equipment for preparing the aggregate base including excavation between the existing asphalt to 6" behind the proposed curb and gutter, placing and compacting **Aggregate Base, 6 inch – 21AA** over the entire excavated area, backfill, and slope restoration will be measured by the square yard and paid for as **Intersection Grading**.

- I. HMA placed between the new curb and gutter and existing pavement will be paid for as **HMA, 13A**. HMA Application Rates will be as shown on the bid blank summary.

All HMA (HMA mixtures) shall meet the requirements of the 2012 MDOT Standard Specifications for Construction, the attached Special Provisions, and as specified herein.

The final asphalt binder grade shall meet or exceed PG 58-28.

The HMA mix shall be designed at 4.00% air voids and field regressed to 3.5% air voids during production.

Prior to the start of production of any mixture, the contractor shall provide an MDOT approved mix design for any mix to be used and shall provide manufacturer certifications for all asphalt cement used on the project. All materials used shall be as specified in the MDOT Material Source Guide.

Wedging of uneven areas of the existing pavement prior to placing the surface course will be required as designated on the project summary. Wedging will be paid for at the unit price bid for HMA and will not be paid for separately. Bidders shall note that projects with wedging will include variable thicknesses placed in one pass. The bidders should expect the screed of the paver to be

dragging stones during wedging operations. Application rates for wedging will not be increased to eliminate this condition. The maximum application rate for one pass is 250 lbs per square yard.

- J. Aggregate shoulder construction shall be in accordance with section 307 of the Standard Specifications. Aggregate shoulder material shall meet MDOT Specification 23A. Aggregate shoulder construction will be required in rural and urban areas where there is no curb and gutter, as designated on the project summary. Aggregate shoulders shall be placed no wider than 2 feet unless otherwise directed by the Engineer. Any spillage or surplus material shall be removed and the area shall be left with a clean-neat appearance. Additional aggregate shall be placed and compacted in gravel driveways as needed to build approaches as directed by the Engineer. Driveway slopes shall be 5% or flatter, unless otherwise directed by the Engineer.

The Eaton County Road Commission will test gravel furnished by the Contractor, and will reject gravel that does not meet the specifications.

The HMA pay items on each individual project will not be paid for until the aggregate shoulders for that project have been completed. Shoulder construction, including driveway approaches, will be paid for at the unit price per ton for **Shoulder, CI II**.

- K. Slope restoration shall be done in accordance with section 816 of the Standard Specifications. Slope restoration may be necessary in rural and subdivision areas that do not have curb and gutter, behind replaced and new curb and gutter, and where directed by the Engineer. Topsoil shall be visually inspected and approved by the Engineer. Seed mixture shall be TGM. Seed shall be sowed into topsoil. Straw mulch and mulch anchoring shall be placed on the finished, seeded grade. Mulch blanket is an acceptable alternative for mulch and mulch anchoring. All labor, equipment, topsoil, seed, fertilizer, mulch, mulch anchoring, and mulch blankets will be paid for at the unit price bid for slope restoration and will not be paid for separately. Slope restoration will be measured by the square yard and paid for as **Slope Restoration**.

Schedule: Slope restoration shall be completed within 2 weeks of paving the surface. All slope restoration shall be completed prior to September 15, 2019. The contractor shall schedule the work to have streets requiring slope restoration completed prior to this date.

- L. TRAFFIC CONTROL - Supply, install, and maintain the proper signs and the necessary traffic regulators per the MMUTCD, MDOT Maintaining Traffic Typicals, and as directed by the Engineer. No road closures will be allowed during paving operations and traffic regulators will be required to perform the work. On projects that include shoulder gravel or slope restoration, this requirement includes the furnishing, installation, maintenance, moving, and removal of low shoulder and all other signs and/or barricades needed to maintain traffic safety until the shoulders are placed and the project completed. Payment for traffic control shall be included in the bid prices for the other contract pay items and will not be paid for separately.
- M. Proof of ADEQUATE INSURANCE COVERAGE by the successful bidder will be required as part of this contract. The successful Bidder shall furnish proof of Workers Compensation Insurance and a separate Liability Insurance Policy in favor of the Road Commission naming the Road Commission, its Commissioners, and Employees as an additional named insured, in the amount of \$1,000,000.

The successful Bidder will be required to provide a PERFORMANCE BOND in the amount of 50% of the total contract amount and a LIEN BOND in the amount of 50% of the total contract amount prior to award.

N. PAY ESTIMATES will be prepared twice monthly by the Engineer for the work completed on the project. Payment of 95% of such estimates will be made upon approval by the Road Commission. Final Payment will be made on an Approved Final Estimate after acceptance of the completed work by the Road Commission.

O. **Schedule:** The completion date for all work in this contract is November 1, 2019.

The Board reserves the right to cancel any of the individual projects and/or cancel Contracts in their entirety. The Board reserves the right to add other similar projects to the contract. Any such cancellations or additions shall not change the unit prices bid and all unit prices bid shall remain firm through November 15, 2019.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
RECYCLED HOT MIX ASPHALT MIXTURE ON LOCAL AGENCY PROJECTS

CFS:KPK

1 of 2

APPR:JWB:CJB:03-13-14
FHWA:APPR:03-13-14

Add the following subsection to subsection 501.02.A.2, on page 234 of the Standard Specifications for Construction.

- c. **Reclaimed Asphalt Pavement (RAP) and Binder Grade Selection.** The method for determining the binder grade in HMA mixtures incorporating RAP is divided into three categories designated Tier 1, Tier 2 and Tier 3. Each tier has a range of percentages that represent the contribution of the RAP binder toward the total binder, by weight. The tiers identified below apply to HMA mixtures with the following exception: Superpave mixture types E3, E3 High Stress, E10, E10 High Stress, E30, E30 High Stress, E50, and E50 High Stress used as leveling or top course must be limited to a maximum of 27 percent RAP binder by weight of the total binder in the mixture.

Recycled materials may be used as a substitute for a portion of the new materials required to produce HMA mixtures in accordance with contract.

- **Tier 1 (0% to 17% RAP binder by weight of the total binder in the mixture).** No binder grade adjustment is made to compensate for the stiffness of the asphalt binder in RAP.
- **Tier 2 (18% to 27% RAP binder by weight of the total binder in the mixture).** For all mixtures no binder grade change will occur in Tier 2 for all shoulder and temporary road mixtures.

The required asphalt binder grade must be at least one grade lower for the low temperature than the design binder grade required for the specified project mixture type. Lowering the high temperature of the binder one grade is optional. For example, if the design binder grade for the mixture type is PG 58-22, the required grade for the binder in the HMA mixture containing RAP would be a PG 52-28 or a PG 58-28.

For Marshall Mixes, no binder grade change will be required when Average Daily Traffic (ADT) is above 7000 or Commercial Average Daily Traffic (CADT) is above 700. No binder grade change will occur for LVSP, E03 and E1 mixtures used as leveling or top course.

The asphalt binder grade can also be selected using a blending chart for high and low temperatures. Supply the blending chart and the RAP test data used in determining the binder selection according to *AASHTO M 323*.

- **Tier 3 ($\geq 28\%$ RAP binder by weight of the total binder in the mixture).** The binder

grade for the asphalt binder is selected using a blending chart for high and low temperatures per *AASHTO M 323*. Supply the blending chart and the RAP test data used in determining the binder selection.

EATON COUNTY ROAD COMMISSION

SPECIAL PROVISION
FOR
SAMPLING ASPHALT BINDER

ECRC:MMH

1 of 1

05-08-15

Original samples of asphalt binder shall be taken by the Contractor and delivered to the Engineer prior to incorporation into the mixture. The Contractor shall allow the Engineer access to witness the sampling. The frequency of sampling shall be each day material is placed as part of this contract unless otherwise determined by the Engineer. The cost of obtaining and delivering the samples to the Engineer will be included in the hot mix asphalt (HMA) pay items.

The Contractor must certify in writing that the materials used in the HMA mixture are from the same source as the materials used in developing the HMA mixture design and the bond coat is from an approved supplier as stated in MDOT's Material Quality Assurance Procedures Manual.