REQUEST FOR BID

2023 CHIPPEWA COUNTY PAVING PACKAGE

MARCH 2023

Chippewa County Road Commission (CCRC) is seeking a contractor to perform pavement rehabilitation in the following locations:

Township	Roadway Segment	Type of Work
Dafter	Maple Road (10 Mile to 11 Mile Roads)	New Asphalt Pavement – Crush and Shape with new asphalt overlay.
	11 Mile Road (Railroad Crossing to Mackinac Trail)	New Asphalt Pavement – Crush and Shape with new asphalt overlay.
Rudyard	5-Way Intersection (Mackinac Trail, Tilson Road, M-48, English Street, and Main Street/H-40)	Mill and Overlay
	CCRC Rudyard Garage Yard Lot (Southeast Corner of the intersection of Mackinac Trail and English Street)	Fine Grade and New Asphalt Pavement
Pickford	Pennington Road – NORTH (22 Mile Road/Riverside Drive to Gogomain Road)	New Asphalt Pavement – Crush and Shape with new asphalt overlay.
	Pennington Road – SOUTH (Gogomain Road to M-48)	New Asphalt Pavement – Crush and Shape with new asphalt overlay.
	Fairview Road (Gogomain Road to M-48)	New Asphalt Pavement – Crush and Shape with new asphalt overlay.
Soo	5 ¼ Mile Road (Shunk Road to Ridge Road)	New Asphalt Pavement – Crush and Shape with new asphalt overlay.
	Radar Road (3 Mile Road to Burton's Pit)	New Asphalt Pavement – Crush and Shape with new asphalt overlay.

The Chippewa County Road Commission (CCRC) will accept sealed bids until **1:00 p.m. on Wednesday, March 15, 2023** for hot-mix asphalt (HMA) paving at various locations throughout Chippewa County. All bids received will be publicly opened, read and tabulated at 1:00 PM on Wednesday, March 15, 2023. Please submit your bid to the Road Commission office located at 3949 S. Mackinac Trail, Sault Ste. Marie, MI 49783.

Bids submitted for consideration are to be in sealed envelopes and plainly marked "*BID - 2023 Chippewa County Paving Package*". If mailing the bid, please label either the external or internal envelope with the aforementioned project name. Any bids received after the specified date and time will be returned unopened. Please submit your bid early to avoid postal delays. **BIDS RECEIVED VIA FAX OR E-MAIL WILL NOT BE ACCEPTED.**

Bidding documents can be obtained at the above address, by calling (906) 440-5345, or from our website at www.chippewacountyroads.org. Office hours are Monday – Friday, 7:00 a.m. to 3:30 p.m.

Bids shall become effective upon award. The Chippewa County Road Commission reserves the right to accept or reject any or all bids, waive irregularities in any bid, and award the bid which, in their opinion, is in the best interest of the Road Commission.

CHIPPEWA COUNTY - 2023 PAVING PACKAGE

QUICK GUIDE

1. Return the following bid sheets (Pages 4 through 14) and the signed contract page with your package total cost (Page 15) to the Road Commission main office either by post or by hand in a sealed, labeled envelope **no later than Wednesday, March 15, 2023 at 13:00 (1:00 PM).** Bidders are welcome to witness the opening. Requests for Information (RFI's) may be directed to the engineer at 906-440-5345 or sboileau@chippewacountyroads.org.

2. This package will be "winner takes all" – the contractor will be selected based on low bid for the sum total of the package. The selected contractor will be the prime contractor for all projects contained in this package and must perform the majority of the contract work.

3. Within fourteen (14) calendar days of receipt of the award letter, the contractor shall submit the following and reserve a preconstruction meeting date with CCRC:

    - MDOT Form 1130A (Proposed Schedule of Work) for each roadway segment.
    - Work Zone Safety Documents:
        i. A Maintenance-of-Traffic plan for each site showing proposed traffic control operations for the duration of work on the site. Traffic control devices and operations shall adhere to MDOT Standards and Traffic Control Typicals.
        ii. Work Zone Safety Plan document, per standard MDOT project submittals.
    - Safety Program Document.
    - Contractor QC Plans
        i. HMA
        ii. Concrete (if necessary)
        iii. Cold Milling Operations
    - Project Contact List.
    - MDOT Form 1302A (Subcontractor) for all Subcontractors used on these projects.
    - MDOT Form 0501 (Materials Source List) for all materials used on these projects.
    - MDOT Form 1911 (Job Mix Formula) for all asphalt mix designs used on these projects.
    - MDOT Form 1976 (Job Mix Formula) for all concrete mix designs used on these projects.

4. Contractor shall provide CCRC with minimum 5-working days' advance notice prior to mobilizing to perform work at each project site. After notification, CCRC shall mark POB, POE, and driveway removals in pink paint or with stakes/pink ribbon. Contractor will be responsible for establishing stationing and centerline offsets and will be paid for this as "Contractor Staking".

5. The contractor shall regularly communicate via email, phone, and text message with the CCRC engineer and CCRC-contracted consultant inspectors.

6. Adjustments or new additions to the contract language, specifications, unit pricing, or quantities shall be submitted in writing via email to the Engineer and agreed upon by both owner and prime contractor prior to proceeding with any proposed changes.

7. **The contractor shall make every reasonable effort to perform paving operations as soon as possible after crushing-and-shaping or milling operations have been completed**. The contractor assumes all risk for exposed surfaces and shall perform all necessary work to restore the grade to a structurally paveable surface at no additional cost to the owner. This may include regrading, watering, and recompaction of an exposed grade, or more significant structural repairs if loading fatigue or climactic distresses occur prior to paving. In addition, a safe and traversable surface must be maintained at all times during construction. The use of temporary ramps, safety edges, or additional warning signage to address drop-offs, bumps, low shoulders, or lack of centerline should be included within your pricing.

8. Project locations and descriptions of the work associated with each roadway segment are included on the bid sheets.

9. The asphalt paving contractor's standard work procedures, as well as the quality, production, and source of all materials used on the project, shall adhere to the 2020 MDOT Standard Specifications for Construction for each pay item. The following Special Provisions will be used with projects within this packaged and are attached:

    a. **Prevailing Wage Documentation is required for the following segments due to the nature of project funding sources.** Please refer to the attached Guidance Document, as well as the "Special Provision for Labor Compliance" and "Special Provision for Prevailing Wage and Labor Compliance System". Prevailing wage will be tracked for these projects using the company "CTC Tracker". More information regarding sign-up, as well as Davis-Bacon decision dates and wage rates, will be selected by CTC Tracker following award of this package. This is a new process due to the Federal Aid Buyout System and CCRC will work with the selected contractor to ensure their needs are met. Prevailing wage is mandatory for the following road segments in this package:
        i. Pennington Road NORTH (22 Mile Road/Riverside Drive to Gogomain Road)
        ii. Fairview Road (Gogomain Road to M-48)
        iii. Maple Road (10 Mile to 11 Mile Road)

    b. 20SP-501A-01 "*Sampling Asphalt Binder on Local Agency Projects*" – this is primarily to request the certification letter stating that all materials listed in the JMF were used throughout this project;

    c. 20SP-501F-01 "*Recycled Hot Mix Asphalt Mixture on Local Agency Projects*";

    d. 20SP-501I-01 "*Acceptance of Hot Mix asphalt Mixture on Local Agency Projects*";

    e. Chippewa County "Special Provision for Spillways, HMA";

    f. Chippewa County "Special Provision for HMA Application";

    g. Chippewa County "Special Provision for Maintenance of Traffic";

    h. Chippewa County "Special Provision for Machine Grading, Modified"; *and*

    i. Chippewa County Standard Detail for Driveways.

END SECTION

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
MAPLE ROAD

POB (STA0+00): 11 Mile Road Intersection
POE (Approx. STA 51+85): 10 Mile Road Intersection

GENERAL WORK DESCRIPTION:
Furnish and place 6 inches of Aggregate Base on top of existing pavement surface. Crush-and-shape the placed aggregate, existing asphalt surface, and existing aggregate base to a total depth of 10 inches and a width of 24 feet. Install 3.5 inches of HMA, 4EL in the approaches, and mainline at a width of 22 feet. HMA should be installed in two lifts; leveling course design thickness is 2.0 inches (220 lb/SY) and wearing course design thickness is 1.5 inches (165 lb/SY). Install new shoulder gravel at approximately 3 feet wide, gravel driveway approaches, and permanent pavement markings.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
Maple Road (Dafter Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	HMA Surface, Rem	700	SYD		
	004	Aggregate Base, 6 inch	12,700	SYD		
	005	HMA Base Crushing & Shaping	13,900	SYD		
	006	HMA, 4EL	2,500	TON		
	007	Shld, Cl II	1000	TON		
	008	HMA Approach	150	TON		
	009	Approach, Cl II	210	TON		
	010	Contractor Staking	1	LS		
	011	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	012	Pavt Mrkg, Waterborne, 4 inch, White	10400	FT		
	013	Pavt Mrkg, Waterborne, 4 inch, Yellow	5000	FT		
	014	Pavt Mrkg, Polyurea, Stop Bar, 24 inch	40	FT		
					MAPLE ROAD TOTAL:	

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
11 MILE ROAD

POB (STA0+00): Mackinac Trail Intersection
POE (Approx. STA 48+00): Approximately 150 ft east of the Railroad Crossing

GENERAL WORK DESCRIPTION:
Furnish, place, and compact 5 inches of Aggregate Base on top of existing gravel surface in the north 600 feet of the project site. Crush-and-shape the existing asphalt surface, and existing aggregate base to a total depth of 8 inches and a width of 24 feet. Install 3.5 inches of HMA, 4EL in the approaches, and mainline at a width of 22 feet. HMA should be installed in two lifts; leveling course design thickness is 2.0 inches (220 lb/SY) and wearing course design thickness is 1.5 inches (165 lb/SY). Install new shoulder gravel at approximately 3 feet wide, gravel driveway approaches, and permanent pavement markings.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
11 Mile Road (Dafter Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	HMA Surface, Rem	460	SYD		
	004	HMA Base Crushing & Shaping	12,800	SYD		
	005	HMA, 4EL	2,500	TON		
	006	Aggregate Base, 5 inch	1500	SYD		
	007	Machine Grading	6	STA		
	008	HMA Approach	100	TON		
	009	Approach, Cl II	150	TON		
	010	Shld, Cl II	700	TON		
	011	Contractor Staking	1	LS		
	012	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	013	Pavt Mrkg, Waterborne, 4 inch, White	9700	FT		
	014	Pavt Mrkg, Waterborne, 4 inch, Yellow	5,000	FT		
	015	Pavt Mrkg, Polyurea, Stop Bar, 24 inch	40	FT		
					11 MILE ROAD TOTAL:	

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
PENNINGTON ROAD NORTH

POB (STA0+00): Gogomain Road Intersection
POE (Approx. STA 106+92): 22 Mile Road (Riverside Drive) Intersection

GENERAL WORK DESCRIPTION:
Crush-and-shape the existing asphalt surface and existing aggregate base to a total depth of 8 inches, at a width of 26 feet. Install 4.0 inches of HMA, 4EL in the approaches, and mainline at a width of 24 feet. HMA should be installed in two lifts; leveling course design thickness is 2.0 inches (220 lb/SY) and wearing course design thickness is 2.0 inches (220 lb/SY). Install new shoulder gravel at a width of 2 ft, gravel driveway approaches, and permanent pavement markings.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
Pennington Road NORTH (Pickford Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	HMA Surface, Rem	800	SYD		
	004	HMA Base Crushing & Shaping	32,000	SYD		
	005	HMA, 4EL	6,300	TON		
	006	Shld, Cl II	1,500	TON		
	007	HMA Approach	165	TON		
	008	Approach, Cl II	175	TON		
	009	Contractor Staking	1	LS		
	010	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	011	Pavt Mrkg, Waterborne, 4 inch, White	21,400	FT		
	012	Pavt Mrkg, Waterborne, 4 inch, Yellow	9,000	FT		
	013	Pavt Mrkg, Polyurea, Stop Bar, 24 inch	55	FT		
					PENNINGTON ROAD NORTH TOTAL:	

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
PENNINGTON ROAD SOUTH

POB (STA0+00): M-48 Back-of-ROW Line
POE (Approx. STA 105+92): Gogomain Road Intersection

GENERAL WORK DESCRIPTION:
Crush-and-shape the existing asphalt surface and existing aggregate base to a total depth of 8 inches, at a width of 26 feet. Install 4.0 inches of HMA, 4EL in the approaches, and mainline at a width of 24 feet. HMA should be installed in two lifts; leveling course design thickness is 2.0 inches (220 lb/SY) and wearing course design thickness is 2.0 inches (220 lb/SY). Install 2 ft wide new shoulder gravel, gravel driveway approaches, and permanent pavement markings. HMA curb and a maximum of four (4) spillways will be installed on the hill between approximately STA 39+00 and 59+50 to control surface runoff at the culvert crossing.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
Pennington Road SOUTH (Pickford Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	HMA Surface, Rem	350	SYD		
	004	HMA Base Crushing & Shaping	31,500	SYD		
	005	HMA, 4EL	6,250	TON		
	006	Shld, Cl II	1,500	TON		
	007	HMA Approach	75	TON		
	008	Approach, Cl II	250	TON		
	009	Curb Slp, HMA	4,500	FT		
	010	_Spillway, HMA	20	SY		
	011	RipRap, Plain	20	SY		
	012	Geotextile, Separator, Non-Woven	20	SY		
	013	Contractor Staking	1	LS		
	014	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	015	Pavt Mrkg, Waterborne, 4 inch, White	21,200	FT		
	016	Pavt Mrkg, Waterborne, 4 inch, Yellow	9,000	FT		
	017	Pavt Mrkg, Polyurea, Stop Bar, 24 inch	30	FT		
					PENNINGTON SOUTH TOTAL:	

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
FAIRVIEW ROAD

POB (STA0+00): M-48 Back-of-ROW Line
POE (Approx. STA 113+47): Gogomain Road Intersection

GENERAL WORK DESCRIPTION:
Crush-and-shape the existing asphalt surface and existing aggregate base to a total depth of 8 inches, at a width of 24 feet. Install 3.5 inches of HMA, 4EL in the approaches, and mainline at a width of 22 feet. HMA should be installed in two lifts; leveling course design thickness is 2.0 inches (220 lb/SY) and wearing course design thickness is 1.5 inches (165 lb/SY). Install new shoulder gravel at a width of 2 feet, gravel driveway approaches, and permanent pavement markings.

There are two special driveways – concrete at STA 71+75, and a possible "stabilized turf" or pervious paver system at STA 96+00. Please be prepared to coordinate with CCRC and the homeowners to reach a reasonable resolution for addressing the elevation changes at these driveways.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
Fairview Road (Pickford Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	HMA Base Crushing & Shaping	31,300	SYD		
	004	HMA Surface, Rem	1,050	SYD		
	005	HMA, 4EL	5,400	TON		
	006	Shld, Cl II	1,100	TON		
	007	HMA Approach	300	TON		
	008	Approach, Cl II	450	TON		
	009	Contractor Staking	1	LS		
	010	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	011	Pavt Mrkg, Waterborne, 4 inch, White	22,700	FT		
	012	Pavt Mrkg, Waterborne, 4 inch, Yellow	10,000	FT		
	013	Pavt Mrkg, Polyurea, Stop Bar, 24 inch	32	FT		
	014	Curb Slp, HMA	4,000	FT		
	015	_Spillway, HMA	30	SY		
	016	RipRap, Plain	30	SY		
	017	Geotextile, Separator, Non-Woven	30	SY		
					FAIRVIEW ROAD TOTAL:	

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET

5 ¼ MILE ROAD

POB (STA0+00): Shunk Road Intersection
POE (Approx. STA 53+00): Ridge Road

GENERAL WORK DESCRIPTION:
Crush-and-shape the existing asphalt surface and existing aggregate base to a total depth of 8 inches, at a width of 24 feet. Install 3.5 inches of HMA, 4EL in approaches, and mainline at a width of 22 feet. HMA should be installed in two lifts; leveling course design thickness is 2.0 inches (220 lb/SY) and wearing course design thickness is 1.5 inches (165 lb/SY). Install new 2 ft wide shoulder gravel, gravel driveway approaches, and permanent pavement markings. HMA curb and a maximum of four (4) spillways will be installed on the hill to control surface runoff.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
5 ¼ Mile Road (Soo Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	HMA Surface, Rem	620	SY		
	004	HMA Base Crushing & Shaping	16,100	SYD		
	005	Trenching	53	STA		
	006	HMA, 4EL	3,200	TON		
	007	Shld, Cl II	950	TON		
	008	HMA Approach	140	TON		
	009	Approach, Cl II	500	TON		
	010	Curb Slp, HMA	4400	FT		
	011	_Spillway, HMA	20	SY		
	012	RipRap, Plain	20	SY		
	013	Geotextile, Separator, Non-Woven	20	SY		
	014	Contractor Staking	1	LS		
	015	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	016	Pavt Mrkg, Waterborne, 4 inch, Yellow	8800	FT		
	017	Pavt Mrkg, Waterborne, 4 inch, White	10600	FT		
	018	Pavt Mrkg, Polyurea, Stop Bar, 24 inch	30	FT		
					5 ¼ MILE ROAD TOTAL:	

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
RADAR ROAD

POB (STA0+00): Approximately Burton's Pit Driveway
POE (Approx. STA 46+60): 3 Mile Intersection

GENERAL WORK DESCRIPTION:
Excavate existing shoulders and ditch foreslope at a width of 5.0 feet each side and a depth of 3.5 ft. Place embankment fill to a depth of 3.0 feet, and aggregate base material at a depth of 6 inches to created widened roadbed. Reestablish ditch foreslope and restore. Crush-and-shape the existing asphalt surface and existing aggregate base to a total depth of 8 inches, at a width of 30 feet. Install 4.0 inches of HMA, 4EL in approaches, and mainline at a width of 31 feet. HMA should be installed in two 2.0-inch lifts. HMA sloped curb and spillways installed in the north 1000 feet of the project (on the downward slope approaching 3 Mile Road). Install new shoulder gravel (2.0 feet wide each side), gravel and HMA driveway approaches, and permanent pavement markings.

CCRC is also soliciting four value-engineering options for the north 1000 feet of the project, to address truck rutting and shoving issues approaching the 3 Mile intersection. If selected, CCRC will pay the tonnage used for "HMA, 4EML" between STA 0+00 and approx. STA 36+60; and replace the remaining tonnage for the project with the selected option below:

1. Bid Item #008A – VE Option #1: Polymer Modified or High Stress HMA Asphalt. Please list the binder grade and other materials you plan to use in the space provided below the bid sheet.

2. Bid Item #008B – VE Option #2: Stone Matrix Asphalt (SMA). Please list what you plan to use in the space provided below the bid sheet.

3. Bid Item #008C – VE Option #3: 8-inch Reinforced Concrete Pavement. Pricing should also include approximately 2500 LF of integrated curb-and gutter with a max of 30 SY of spillways. If selected, the items "Curb Slp, HMA" and "_Spillway, HMA" will be eliminated from the project.

4. Bid Item #008A – VE Option #4: Contractor-Selected Option. CCRC is willing to consider other ideas that the contractor wishes to put forth. Please list any proposed ideas with quantities and units in the space provided below the bid sheet.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
Radar Road (Soo Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	HMA Surface, Rem	2,300	SYD		
	004	Excavation, Earth	6,100	CYD		
	005	HMA Base Crushing & Shaping	20,000	SYD		
	006	Embankment, CIP	5,200	CYD		
	007	Aggregate Base, 6 inch	5,200	SYD		
	008	HMA, 4EML	4,000	TON		
	008A – VE 1	HMA, 4EML, High Stress (Includes 52 ton of "HMA Approach, High Stress")	910	TON		
	008B – VE 2	Stone Matrix Asphalt	910	TON		
	008C – VE 3	Concrete Pavt, Reinf, 8 inch	4,200	SYD		
	008D – VE 4	(Contractor-Provided Option, Describe Below)				
	009	Shld, Cl II	450	TON		
	010	HMA Approach	500	TON		
	011	Approach, Cl II	250	TON		
	012	Contractor Staking	1	LS		
	013	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	014	Pavt Mrkg, Waterborne, 6 inch, White	9500	FT		
	015	Pavt Mrkg, Waterborne, 4 inch, Yellow	9500	FT		
	016	Pavt Mrkg, Polyurea, Stop Bar, 24 inch	110	FT		
	017	Pavt Mrkg, Waterborne, Special (Bike/Ped "Share the Road")	18	EA		
	018	Slope Restoration, Non Fwy, Type C	5,000	SYD		
	019	Curb Slp, HMA	2000	FT		
	020	_Spillway, HMA	30	SY		
	021	Geotextile, Separator, Non-Woven	30	SY		

	022	RipRap, Plain	30	SY		
					RADAR ROAD TOTAL: ****Do NOT include VE options in project total. Base Bid Only.**	

VE Option #1 (High Stress) Description:

VE Option #2 (SMA) Description:

VE Option #3 (Concrete) Description:

VE Option #4 Description:

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
5-WAY INTERSECTION

GENERAL WORK DESCRIPTION:

Mill the existing asphalt surface to a depth of 3.0 inches. Install 3.0 inches of HMA, 4EL in mainline at the limits shown. HMA should be installed in two 1.5-inch lifts (165 lb/SY). Ensure that new pavement elevation matches existing elevations of surrounding features. NO residential or commercial driveways included in this scope. Install new shoulder gravel along north edge of English Street, and along Tilson Road and Mackinac Trail at variable widths to match existing (average width 3 feet). Install permanent pavement markings. See attached drawing for limits of project and permanent pavement markings.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
5-Way Intersection (Rudyard Twp)	001	Mobilization	1	LS		
	002	_Maintenance of Traffic	1	LS		
	003	Cold Milling, HMA Surface	5,800	SYD		
	004	HMA, 4EML	1,000	TON		
	005	Shld, Cl II	100	TON		
	006	_Spillway, HMA	10	SYD		
	007	Geotextile, Separator, Non-Woven	10	SYD		
	008	RipRap, Plain	10	SYD		
	009	Curb Slp, HMA	135	FT		
	010	Contractor Staking	1	LS		
	011	Staking Plan Errors and Extras, Max $180/hr	4	HR		
	012	Pavt Mrkg, Thermopl, 6 inch, White	2,600	FT		
	013	Pavt Mrkg, Thermopl, 4 inch Yellow	2,500	FT		
	014	Pavt Mrkg, Thermopl, 24 inch, Stop Bar	75	FT		
	015	Pavt Mrkg, Thermopl, 6 inch, Cross Hatching, White	800	FT		
	016	Pavt Mrkg, Polyurea, STOP Symbol	4	EA		
	017	Pavt Mrkg, Polyurea, ARROW Symbol	2	EA		
					5-WAY INTERSECTION TOTAL:	

CHIPPEWA COUNTY ROAD COMMISSION
2023 CONSTRUCTION AND STRIPING PROGRAM

SHEET 1:
STRIPING PLAN

STEPHANIE N. BOILEAU, P.E.

CHIPPEWA COUNTY - 2023 PAVING PACKAGE BID SHEET
CCRC RUDYARD GARAGE YARD

LOCATION:
Southeast corner of the intersection of English Street and Mackinac Trail in Rudyard.
Project site consists of gravel yard surrounding garage building and extending to the east and south property lines.

GENERAL WORK DESCRIPTION:
CCRC will repair existing aggregate base and rough grade.

Contractor to perform fine-grading and install 3.5 inches of HMA, 4EML in approaches and the yard lot as marked in the field. HMA should be installed in two lifts; the leveling course design thickness is 2.0 inches (220 lb/SY) and the wearing course design thickness is 1.5 inches (165 lb/SY). Install HMA curb along south and east property lines. Install up to 6 relief spillways to allow surface water to reach ditchlines.

Project Location	Bid Item #	Description	Number of Units	Unit	Unit Cost	Subtotal
CCRC Rudyard Garage Yard (Rudyard Twp)	001	Mobilization	1	LS		
	002	_Machine Grading, Modified	7,800	SYD		
	003	HMA, 4EML	1,500	TON		
	004	HMA Approach	90	TON		
	005	_Spillway, HMA	30	SYD		
	006	RipRap, Plain	30	SYD		
	007	Geotextile, Separator, Non-Woven	30	SYD		
	008	Curb Slp, HMA	1000	FT		
					RUDYARD GARAGE TOTAL:	

CHIPPEWA COUNTY - 2023 PAVING PACKAGE

PROJECT CONTRACT

By signing and submitting this bid, the Prime Contractor agrees to provide the labor, supervision, machinery, tools, apparatus, and other means of construction; furnish all the materials required to complete the work except as herein otherwise specified; and to take any steps that may be needed to complete (in accordance with the 2020 MDOT Specifications, all specifications listed in the "Quick Guide", and all attached Special Provisions, bid sheets, and drawings), the proposed work in this contract to the satisfaction of the owner. The fifteen pages in this document, along with all attached SP's and drawings, serve as the project contract.

2023 PACKAGE TOTAL (SUM OF ALL PROJECTS):_____

Signature of Authorized Representative: _____

Bid prepared by: _____

Company: _____

Phone Number: _____

Email Address: _____

CHIPPEWA COUNTY ROAD COMMISSION
PROGRESS CLAUSE

The Owner anticipates that construction can begin no earlier than fourteen (14) calendar days after award.

In no case shall any work be commenced prior to receipt of the following items by the owner:

1. The Contract shall prepare, sign, and submit MDOT Form 1130, Progress Schedule, to the Project Engineer within fourteen (14) calendar days of confirmation of award by the Department. The Progress Schedule shall include, as a minimum, the controlling work items for the completion of the project and the planned dates that these work items will be controlling operations. All contract dates including open to traffic, project completion, interim completion and any other controlling dates in the contract must be included in the Progress Schedule.
2. Maintenance of Traffic plans for each project site.
3. Work Zone Safety Plan document, per standard MDOT project submittals.
4. Safety Program Document.
5. Contractor QC Plan.
6. Project Contact List.
7. MDOT Form 1302A (Subcontractor) for all Subcontractors used on these projects.
8. MDOT Form 0501 (Materials Source List) for all materials used on these projects.
9. MDOT Form 1911 (Job Mix Formula) for all asphalt mix designs used on these projects.
10. MDOT Form 1976 (Job Mix Formula) for all concrete mix designs used on these projects (if applicable).

The project shall be completed in its entirety, including final site restoration and clean-up, on or before November 1, 2023.

After award and prior to the start of work, the Contractor must schedule a preconstruction meeting with the Engineer. The Engineer will determine the day, time, and place for the preconstruction meeting after consultation with the Contractor (and subcontractors, if the contractor so chooses). The meeting will be conducted after project award and may be rescheduled if there are delays in the award of the project. The named subcontractor(s) for Designated and/or Specialty Items, as shown in the Proposal, should attend the preconstruction meeting if such items materially affect the work schedule.

Liquidated Damages shall be assessed in accordance with Section 108.10 of the 2020 MDOT Standard Specifications for Construction.

NOTICE TO BIDDERS
UTILITY COORDINATION

The Contractor shall cooperate and coordinate construction activities with the owners of utilities, as stated in Section 104.08 of the 2020 MDOT Standard Specifications for Construction. In addition, for the protection of underground utilities, the Contractor shall follow the requirements in Section 107.12 of the 2020 MDOT Standard Specifications for Construction. Contractor delay claims resulting from a utility will be determined based upon Section 108.08 of the 2020 MDOT Standard Specifications for Construction.

The following Public Utilities may have facilities located within project limits:

Cloverland Electrical Cooperative
Contact: Joshua Eimiller
2916 W. M-28, Dafter MI 49724
906-632-5140 (office); 906-632-5153 (mobile)
jeimiller@cloverland.com

Hiawatha Phone Company
Contact: Ron Deneve
9984 West State Street, PO Box 309, Brimley MI 49715
906-248-2873 (office); 906-248-3211 (mobile)
rdeneve@jamadots.net

DTE Energy
Contact: Matthew Logan
1125 Easterday Avenue, Sault Ste. Marie MI 49783
906-632-3347 (office)
matthew.logan@dteenergy.com

AT&T
Contact: Michael Anderson
1606 Davitt Street, Sault Ste. Marie MI 49783
906-440-4478 (mobile)
MA1421@att.com

Charter Communications
Contact: Brad Broullire
359 US-41 East, Negaunee MI 49866
906-475-3096 (office)
Brad.broullire@ccisystems.com

Pickford Facilities Maintenance
Contact: Tom Portice
155 E Main St, Pickford MI 49774
906-748-0811 (cell)
tomportice@gmail.com

County Road Association
OF MICHIGAN

COUNTY ROAD AGENCY GUIDANCE

CRA partners with Track CTC for MDOT Federal Aid Buyout Davis-Bacon Wage Compliance Guidance

The new MDOT Federal Aid Buyout Program (FABP) requires participating county road agencies to provide Davis-Bacon (DB) wage and benefit assurance to contractors. The compliance and enforcement of the DB wages and benefits is the responsibility of the project owner, which is the county road agency.

DB compliance in the FABP was a result of negotiations with labor leaders and legislators, and was necessary to secure legislative support of the Program.

CRA is encouraging county road agencies to perform this responsibility in compliance with US Department of Labor (US-DOL) requirements to assure the FABP continues. CRA has helped launch with Track CTC, (a brand name for LCPtracker) to assist county road agencies which have this new FABP responsibility. Track CTC provides wage and benefits tracking assistance to counties and road agencies for a nominal fee.

Track CTC services include:

- **Pre-advertisement bid documents:***
  - Special Provision for "Prevailing Wage and Labor Compliance System" (available from CRA);
  - Special Provision for "Labor Compliance" (available from CRA); and
  - Current "Wage Determination" document.**
- **Agency and contractor registration information.**
- **Certified payroll processing from the prime contractor.**
- **Rate verification against established wage scales.**
- **Prompt violation reporting to the local agency.**
- **US-DOL required record retention.**

To use Track CTC services, road agencies must:

- **Register your agency and the project(s) being performed.**
- **Pay Track CTC a one-time and per-project fee.**
- **Secure the Special Provisions listed above and other bid documents prior to advertisement.**
- **Provide the principle contact for the prime contractor.**

More information on **Track CTC** is available at micountyroads.org/TrackCTCGuidance

* These documents must go in your bid packet | ** To be provided by Track CTC.

For more information contact:

Steve Puuri, PE | County Road Association of Michigan | 101 S. Washington Sq., Ste. 200 | Lansing, MI 48893 | 517.482.1189

MICHIGAN
LOCAL ROAD AGENCY

SPECIAL PROVISION
FOR
LABOR COMPLIANCE

CRA APPR: 12-20-22

a. Description. Ensure all levels of contracting (prime, sub, sub-sub, etc.) comply with all labor compliance requirements in this contract. The Contractor is responsible for subcontractors and lower tier subcontractor labor compliance. All Contractors must insert this special provision in each subcontract and further require its inclusion in lower tier subcontracts for federal prevailing wage projects.

b. Requirements.

1. Jobsite Posters. All jobsite posters and employment notices required by State and Federal regulations and the contract are to be posted on the jobsite in a conspicuous area prior to the commencement of work. Ensure jobsite postings are accessible at all times.

2. Federal Prevailing Wage Projects. The Davis-Bacon Related Acts apply to all Contractors, and subcontractors (all tiers) performing work on MDOT buyout construction contracts where the total construction contract price is in excess of $2,000. Contractors and subcontractors are required to comply with *29 Code of Federal Regulations Parts 1 and 3*.

The Contractor must advise subcontractors of the requirement to pay the prevailing wage rates prior to commencement of work and that all employees must cooperate during wage rate interviews.

A. Certified Payroll Submittal Requirements. Contractors (all tiers) must submit their certified payrolls to the prime Contractor. The submitted payrolls must accurately and completely include all information required on MDOT Form CP-347, Certified Payroll. The required weekly payroll information may be submitted on a contractor generated form but must contain all information required on Form CP-347. The first certified payroll is to be received by the Engineer within 3 weeks from the week ending in which work is performed. The 3 week period is to allow for the processing and review of the certified payrolls by the prime Contractor. The review must ensure the certified payroll is complete and contains all information required on Form CP-347. Form CP-347 is available on the MDOT forms webpage. Certified payroll information must meet the requirements of this special provision unless the contract requires payroll to be submitted through the prevailing wage and labor compliance (PWLC) system. Payroll submitted via the PWLC system must be entered into the system, certified, and approved by the prime Contractor to be considered received by the road agency.

Labor compliance issues must be resolved within 60 calendar days of receiving the road agency's first documented notice. The 60-day requirement may be extended based on documented mutual agreement between the road agency and the Contractor.

(1) Fringe Benefit Statements. Contractors making payments or incurring cost to provide bona fide benefits must submit an hourly breakdown of fringe benefits paid each worker, or work classification where applicable, that must accompany the first certified payroll where fringe benefits are credited towards the prevailing wage. The Contractor must update these documents as necessary to ensure they are current throughout the working life of the contract. Failure to submit or maintain the required fringe benefit statement will constitute a payroll deficiency.

(2) Delinquent Payroll. Certified payrolls not submitted per subsection b.2.A of this special provision will be considered delinquent.

(3) Deficient Payroll. Certified payrolls that are found to be incomplete, inaccurate, or inconsistent with other project records are considered deficient.

(4) Non-compliance Damages. A Contractor found to be in non-compliance with the requirements of this special provision will be assessed non-compliance damages listed in Table 1, proportional to the value of their work on the contract (including subcontract, purchase order (P.O.) or invoice amount).

Table 1: Schedule of Non-Compliance Damages

Contract/Subcontract/P.O./Invoice Amount (a)	Non-compliance damages per calendar day
$0 to 49,999	$200
50,000 to 99,999	400
100,000 to 499,999	600
500,000 to 999,999	900
1,000,000 to 1,999,999	1,300
2,000,000 to 4,999,999	1,550
5,000,000 to 9,999,999	2,650
10,000,000 and above	3,000
Trucker	$200

a. "Contract" amount if offending contractor is the prime contractor. "Subcontract/P.O./Invoice" amount if offending contractor is a subcontractor/vendor.

B. Record Keeping. Maintain payrolls and basic records relating thereto (i.e. employee names, occupation, hours worked, W2, canceled checks, bank statements, etc.) by all levels of contractors during the course of work and retain for a 3-year period from the date of final estimate for all employees working on the site of work. Make these records available for inspection, copying, or transcription by the road agency or its representative.

C. Short Duration Projects. The following modifications apply if the project is less than 75 calendar days in duration.

(1) Submittal Requirements. On short duration projects the first certified payroll is to be received by the Engineer within 2 weeks from the week ending in which work is

performed. The 2-week period is to allow for the processing and review of the certified payrolls by the Contractor. The 2-week period allows the first estimate to be paid assuming the Contractor will submit certified payrolls in a timely manner. Ensure subsequent certified payroll submissions are made weekly. Payroll submissions failing to meet the above requirements will be considered delinquent.

Labor compliance issues are to be resolved within 30 days after receiving the Department's first documented notice. The 30-day requirement may be extended based on documented mutual agreement between the road agency and the Contractor.

c. Materials. None specified.

d. Construction. None specified.

e. Measurement and Payment. Payment for compliance with this special provision will not be made separately. Payment will be considered as part of all other pay items in the contract.

MICHIGAN
LOCAL ROAD AGENCY

SPECIAL PROVISION
FOR
PREVAILING WAGE AND LABOR COMPLIANCE SYSTEM

 CRA APPR: 12-20-22

a. Description. This work consists of the required use of a prevailing wage and labor compliance (PWLC) system for all prevailing wage documentation as directed by the Engineer. Input all required certified payroll documentation into the Track CTC Site (LCPtracker) and update this documentation throughout the execution of the contract. Certified payroll information is to be submitted in the Track CTC site per the time requirements in the 20SP-107D - Labor Compliance.

b. Contractor Responsibility. Coordinate all electronic document submittals including documentation supplied by other companies (e.g. subcontractors, suppliers, fabricators, etc.) as detailed in this special provision. All companies will directly submit their certified payroll information into the Track CTC Site.

c. General Requirements. Submit all certified payroll information as required in this special provision and the Labor Compliance special provision. Provide employee zip codes as part of the certified payroll submission. This information will be redacted from any certified payroll reports to protect worker anonymity. Zip code information will be anonymizedand used for federal, state, and legislative prevailing wage and labor reporting.

All data entry will be submitted through the following program and website:
Program: LCPtracker
Login Website: http://www.lcptracker.net
General Information website: www.lcptracker.com

A tutorial for this system can be found though the website provided.

d. Condition of Payment. Post all documents electronically into the Track CTC Site. Electronic posting and submittal of documents is a condition of payment for this contract. Documents submitted in any other manner, unless required otherwise in this special provision or directed by the Engineer, will not be accepted and will delay payment.

e. Digitally Encrypted Electronic Signatures. Ensure all documents that require signature authorizations are signed using a digitally encrypted electronic signature. Further information regarding how to obtain a digital signature can be found at the following website:

www.trackctc.com

f. Contractor Preparation for Tracking Software:

1. Information about LCPtracker is available to the Contractor and other project companies (e.g. subcontractors, suppliers, etc.) at the following website:

www.lcptracker.com.

2. Access to the Track CTC Site is provided at a cost to the Contractor. The road agency will coordinate with Track CTC to setup the project in LCPtracker and assign the Contractor. Once setup in the system the Contractor may access the software at the following website: www.trackctc.com/pricing/

www.lcptracker.net

3. Use Internet Explorer to access the Track CTC system. The Department has tested and will support Internet Explorer versions 8, 9, 10 and 11.

g. Document Format. The Engineer reserves the right to electronically reject documents that are deemed to be unsuitable. This may include documents submitted that are illegible or unreadable or contain inappropriate information. The submitting company must re-submit the corrected documents into the PWLC system. Failure to do so will be considered noncompliance and may delay progress payments.

h. Training. LCPtracker offers biweekly contractor training sessions, user support manuals, quick start guides, e-Training videos, and a software support staff available Monday thru Friday 8 a.m. to 8 p.m. EST accessible through the online interface.

i. File/Document Retention. The electronic files submitted in the PWLC system are the official contract documents and must follow all road agency document retention schedules.

j. Technical Issue Resolution. Upon discovery of an LCPtracker issue immediately notify the Engineer with a copy sent to the following e-mail resource:

info@trackctc.com

k. Measurement and Payment. The work included in this special provision will not be paid for separately and is considered to be included in other items of work in the contract.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
SAMPLING ASPHALT BINDER ON LOCAL AGENCY PROJECTS

CFS:TRC 1 of 1 APPR:JWB:KPK:02-19-20
FHWA:APPR:02-19-20

a. Description. This work consists of the Contractor taking samples of the asphalt binder and delivering the samples to the Engineer prior to incorporation into the hot mix asphalt mixture.

b. Materials. For informational purposes, original samples of asphalt binder will be taken by the Contractor and delivered to the Engineer prior to incorporation into the mixture. The frequency of sampling will be determined by the Engineer.

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 the *Material Quality Assurance Procedures Manual*.

c. Construction. None specified.

d. Measurement and Payment. The cost of obtaining and delivering the samples to the Engineer will be included in the hot mix asphalt (HMA) pay items in the contract.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

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

CFS:KPK 1 of 2 APPR:JWB:CJB:02-26-20
FHWA:APPR:03-02-20

Add the following subsection to subsection 501.02.A.2 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 EML, EML High Stress, EMH, EMH High Stress, and EH, EH 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.

  Ensure the required asphalt binder grade is 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 EL 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 M323*.

- **Tier 3 (≥ 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 M323*. Supply the blending chart and the RAP test data

used in determining the binder selection.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
ACCEPTANCE OF HOT MIX ASPHALT MIXTURE ON LOCAL AGENCY PROJECTS

CFS:KPK 1 of 7 APPR:CJB:JWB:02-26-20
FHWA:APPR:03-13-20

a. Description. This special provision provides sampling and testing requirements for local agency projects using the roller method and the nuclear density gauge testing. Provide the hot mix asphalt (HMA) mixture in accordance with the requirements of the standard specifications, except where modified herein.

b. Materials. Provide aggregates, mineral filler (if required), and asphalt binder to produce a mixture proportioned within the master gradation limits shown in the contract, and meeting the uniformity tolerance limits in Table 1.

Table 1: Uniformity Tolerance Limits for HMA Mixtures

Parameter			Top and Leveling Course		Base Course	
Number	Description		Range 1 (a)	Range 2	Range 1 (a)	Range 2
1	% Binder Content		-0.30 to +0.40	±0.50	-0.30 to +0.40	±0.50
2	% Passing	# 8 and Larger Sieves	±5.0	±8.0	±7.0	±9.0
		# 30 Sieve	±4.0	±6.0	±6.0	±9.0
		# 200 Sieve	±1.0	±2.0	±2.0	±3.0
3	Crushed Particle Content (b)		Below 10%	Below 15%	Below 10%	Below 15%

a. This range allows for normal mixture and testing variations. The mixture must be proportioned to test as closely as possible to the Job-Mix-Formula (JMF).
b. Deviation from JMF.

Parameter number 2 as shown in Table 1 is aggregate gradation. Each sieve will be evaluated on one of the three gradation tolerance categories. If more than one sieve is exceeding Range 1 or Range 2 tolerances, only the one with the largest exceedance will be counted as the gradation parameter.

The master gradation should be maintained throughout production; however, price adjustments will be based on Table 1. Aggregates which are to be used in plant-mixed HMA mixtures must not contain topsoil, clay, or loam.

c. Construction. Submit a Mix Design and a JMF to the Engineer. Do not begin production and placement of the HMA until receipt of the Engineer's approval of the JMF. Maintain the binder content, aggregate gradation, and the crushed particle content of the HMA mixture within the Range 1 uniformity tolerance limits in Table 1. For mixtures meeting the definition of top or leveling course, field regress air void content to 3.5 percent with liquid asphalt cement unless specified otherwise on HMA application estimate. For mixtures meeting the definition of base course, field regress air void content to 3.0 percent with liquid asphalt cement unless specified

otherwise on HMA application estimate.

Ensure all persons performing Quality Control (QC) and Quality Assurance (QA) HMA field sampling are "Local Agency HMA Sampling Qualified" samplers. At the pre-production or preconstruction meeting, the Engineer will determine the method of sampling to be used. Ensure all sampling is done in accordance with *MTM 313 (Sampling HMA Paving Mixtures)* or *MTM 324 (Sampling HMA Paving Mixtures Behind the Paver)*. Samples are to be taken from separate hauling loads.

For production/mainline type paving, obtain a minimum of two samples, each being 20,000 grams, each day of production, for each mix type. The Engineer will sample and maintain possession of the sample. Sampling from the paver hopper is prohibited. Each sample will be divided into two 10,000 gram parts with one part being for initial testing and the other part being held for possible dispute resolution testing. Obtain a minimum of three samples for each mix type regardless of the number of days of production.

Obtain samples that are representative of the day's paving. Sample collection is to be spaced throughout the planned tonnage. One sample will be obtained in the first half of the tonnage and the second sample will be obtained in the second half of the tonnage. If planned paving is reduced or suspended, when paving resumes, the remaining sampling must be representative of the original intended sampling timing.

Ensure all persons performing testing are Bit Level One certified or Bit QA/QC Technician certified.

Ensure daily test samples are obtained, except, if the first test results show that the HMA mixture is in specification, the Engineer has the option of not testing additional samples from that day.

At the pre-production or preconstruction meeting, the Engineer and Contractor will collectively determine the test method for measuring asphalt content (AC) using *MTM 319 (Determination of Asphalt Content from Asphalt Paving Mixtures by the Ignition Method)* or *MTM 325 (Quantitative Extraction of Bitumen from HMA Paving Mixtures)*. Back calculation will not be allowed for determining asphalt content.

Ensure all labs performing local agency acceptance testing are qualified labs per the *HMA Production Manual and the Michigan Quality Assurance Procedures Manual,* and participate in the MDOT round robin process, or they must be *AASHTO Materials Reference Laboratory* (AMRL) accredited for *AASHTO T30* or *T27*, and *AASHTO T164* or *T308*. Ensure on non-National Highway System (NHS) routes, Contractor labs are made available, and may be used, but they must be qualified labs as previously stated. Contractor labs may not be used on NHS routes. Material acceptance testing will be completed by the Engineer within 14 calendar days, except holidays and Sundays, for projects with less than 5,000 tons (plan quantity) of HMA and within 7 calendars days, except holidays and Sundays, for projects with 5,000 tons (plan quantity) or more of HMA, after the Engineer has obtained the samples. QA test results will be provided to the Contractor after the Engineer receives the QC test results. Failure on the part of the Engineer or the laboratory to provide QA test results within the specified time frame does not relieve the Contractor of their responsibility to provide an asphalt mix within specifications.

The correlation procedure for ignition oven will be established as follows. Asphalt binder content based on ignition method from MTM 319. Gradation (*ASTM D5444*) and Crushed particle content *(MTM 117)* based on aggregate from *MTM 319*. The incineration temperature will be established

at the pre-production meeting. The Contractor will provide a laboratory mixture sample to the acceptance laboratory to establish the correction factor for each mix. Ensure this sample is provided to the Engineer a minimum of 14 calendar days prior to production.

For production/mainline type paving, the mixture may be accepted by visual inspection up to a quantity of 500 tons per mixture type, per project (not per day). For non-production type paving defined as driveways, approaches, and patching, visual inspection may be allowed regardless of the tonnage.

The mixture will be considered out-of-specification, as determined by the acceptance tests, if for any one mixture, two consecutive tests per parameter, (for Parameter 2, two consecutive aggregate gradations on one sieve) are outside Range 1 or Range 2 tolerance limits. If a parameter is outside of Range 1 tolerance limits and the second consecutive test shows that the parameter is outside of Range 2, then it will be considered to be a Range 1 out-of-specification. Consecutive refers to the production order and not necessarily the testing order. Out-of-specification mixtures are subject to a price adjustment per the Measurement and Payment section of this special provision.

Contractor operations will be suspended when the mixture is determined to be out-of-specification, but contract time will continue to run. The Engineer may issue a Notice of Non-Compliance with Contract Requirements (Form 1165), if the Contractor has not suspended operations and taken corrective action. Submit a revised JMF or proposed alterations to the plant and/or materials to achieve the JMF to the Engineer. Effects on the Aggregate Wear Index (AWI) and mix design properties will be taken into consideration. Production and placement cannot resume until receipt of the Engineer's approval to proceed.

Pavement in-place density will be measured using one of two approved methods. The method used for measuring in-place density will be agreed upon at a pre-production or preconstruction meeting.

Pavement in-place density tests will be completed by the Engineer during paving operations and prior to traffic staging changes. Pavement in-place density acceptance testing will be completed by the Engineer prior to paving of subsequent lifts and being open to traffic.

Option 1 - Direct Density Method

Use of a nuclear density gauge requires measuring the pavement density using the Gmm from the JMF for the density control target. The required in-place density of the HMA mixture must be 92.0 to 98.0 percent of the density control target. Nuclear density testing and frequency will be in accordance with the *MDOT Density Testing and Inspection Manual*.

Option 2 - Roller Method

The Engineer may use the Roller Method with a nuclear or non-nuclear density gauge to document achieving optimal density as discussed below.

Use of the density gauge requires establishing a rolling pattern that will achieve the required in-place density. The Engineer will measure pavement density with a density gauge using the Gmm from the JMF for the density control target.

Use of the Roller Method requires developing and establishing density frequency curves, and

meeting the requirements of Table 2. A density frequency curve is defined as the measurement and documentation of each pass of the finished roller until the in-place density results indicate a decrease in value. The previous recording will be deemed the optimal density. The Contractor is responsible for establishing and documenting an initial or QC rolling pattern that achieves the optimal in-place density. When the density frequency curve is used, the Engineer will run and document the density frequency curve for each half day of production to determine the number of passes to achieve the maximum density. Table 5, located at the end of this special provision, can be used as an aid in developing the density frequency curve. The Engineer will perform density tests using an approved nuclear or non-nuclear gauge per the manufacturer's recommended procedures.

Table 2: Minimum Number of Rollers Recommended Based on Placement Rate

Average Laydown Rate, Square Yards per Hour	Number of Rollers Required (a)	
	Compaction	Finish
Less than 600	1	1 (b)
601 - 1200	1	1
1201 - 2400	2	1
2401 - 3600	3	1
3601 and More	4	1

a. Number of rollers may increase based on density frequency curve.
b. The compaction roller may be used as the finish roller also.

After placement, roll the HMA mixture as soon after placement as the roller is able to bear without undue displacement or cracking. Start rolling longitudinally at the sides of the lanes and proceed toward the center of the pavement, overlapping on successive trips by at least half the width of the drum. Ensure each required roller is 8 tons minimum in weight unless otherwise approved by the Engineer.

Ensure the initial breakdown roller is capable of vibratory compaction and is a maximum of 500 feet behind the paving operations. The maximum allowable speed of each roller is 3 miles per hour (mph) or 4.5 feet per second. Ensure all compaction rollers complete a minimum of two complete rolling cycles prior to the mat temperature cooling to 180 degrees Fahrenheit (F). Continue finish rolling until all roller marks are eliminated and no further compaction is possible. The Engineer will verify and document that the roller pattern has been adhered to. The Engineer can stop production when the roller pattern is not adhered to.

d. Measurement and Payment. The completed work, as described, will be measured and paid for using applicable pay items as described in subsection 501.04 of the Standard Specifications for Construction, or the contract, except as modified below.

Base Price. Price established by the Department to be used in calculating incentives and adjustments to pay items and shown in the contract.

If acceptance tests, as described in section c. of this special provision, show that a Table 1 mixture parameter exceeds the Range 1, but not the Range 2, tolerance limits, that mixture parameter will be subject to a 10 percent penalty. The 10 percent penalty will be assessed based on the acceptance tests only unless the Contractor requests that the 10,000 gram sample part retained for possible dispute resolution testing be tested. The Contractor has 4 calendar days from receipt

of the acceptance test results to notify the Engineer, in writing, that dispute resolution testing is requested. The Contractors QC test results for the corresponding QA test results must result in an overall payment greater than QA test results otherwise the QA tests will not be allowed to be disputed. The Engineer has 4 calendar days to send the dispute resolution sample to the lab once dispute resolution testing is requested. The dispute resolution sample will be sent to an independent lab selected by the Local Agency, and the resultant dispute test results will be used to determine the penalty per parameter, if any. Ensure the independent lab is a MDOT QA/QC qualified lab or an AMRL HMA qualified lab. The independent lab must not have conflicts of interest with the Contractor or Local Agency. If the dispute testing results show that the mixture parameter is out-of-specification, the Contractor will pay for the cost of the dispute resolution testing and the contract base price for the material will be adjusted, based on all test result parameters from the dispute tests, as shown in Table 3 and Table 4. If the dispute test results do not confirm the mixture parameter is out-of-specification, then the Local Agency will pay for the cost of the dispute resolution testing and no price adjustment is required.

If acceptance tests, as described in section c. of this special provision, show that a Table 1 mixture parameter exceeds the Range 2 tolerance limits, the 10,000 gram sample part retained for possible dispute resolution testing will be sent, within 4 calendar days, to the MDOT Central Laboratory for further testing. The MDOT Central Laboratory's test results will be used to determine the penalty per mixture parameter, if any. If the MDOT Central Laboratory's results do not confirm the mixture parameter is out-of-specification, then no price adjustment is required. If the MDOT Central Laboratory's results show that the mixture is out-of-specification and the Engineer approves leaving the out-of-specification mixture in place, the contract base price for the material will be adjusted, based on all parameters, as shown in Table 3 and Table 4.

In the case that the Contractor disputes the results of the test of the second sample obtained for a particular day of production, the test turn-around time frames given would apply to the second test and there would be no time frame on the first test.

The laboratory (MDOT Central Laboratory or independent lab) will complete all Dispute Resolution testing and return test results to the Engineer, who will provide them to the Contractor, within 13 calendar days upon receiving the Dispute Resolution samples.

In all cases, when penalties are assessed, the penalty applies to each parameter, up to two parameters, that is out of specification.

Table 3: Penalty Per Parameter

Mixture Parameter out-of-Specification per Acceptance Tests	Mixture Parameter out-of-Specification per Dispute Resolution Test Lab	Price Adjustment per Parameter
No	N/A	None
Yes	No	None
	Yes	Outside Range 1 but not Range 2: decrease by 10%
		Outside Range 2: decrease by 25%

The quantity of material receiving a price adjustment is defined as the material produced from the time the first out-of-specification sample was taken until the time the sample leading to the first in-specification test was taken.

Each parameter of Table 1 is evaluated with the total price adjustment applied to the contract base price based on a sum of the two parameter penalties resulting in the highest total price adjustment as per Table 4. For example, if three parameters are out-of-specification, with two parameters outside Range 1 of Table 1 tolerance limits, but within Range 2 of Table 1 limits and one parameter outside of Range 2 of Table 1 tolerance limits and the Engineer approves leaving the mixture in place, the total price adjustment for that quantity of material is 35 percent.

Table 4: Calculating Total Price Adjustment

Cost Adjustment as a Sum of the Two Highest Parameter Penalties		
Number of Parameters Out-of-Specification	Range(s) Outside of Tolerance Limits of Table 1 per Parameter	Total Price Adjustment
One	Range 1	10%
	Range 2	25%
Two	Range 1 and Range 1	20%
	Range 1 and Range 2	35%
	Range 2 and Range 2	50%
Three	Range 1, Range 1 and Range 1	20%
	Range 1, Range 1 and Range 2	35%
	Range 1, Range 2 and Range 2	50%
	Range 2, Range 2 and Range 2	50%

Table 5: Density Frequency Curve Development

Tested by: _____ Date/Time: _____

Route/Location:		Air Temp:
Control Section/Job Number:		Weather:
Mix Type:	Tonnage:	Gauge:
Producer:	Depth:	Gmm:

Roller #1 Type:

Pass No.	Density	Temperature	Comments
1			
2			
3			
4			
5			
6			
7			
8			
Optimum			

Roller #2 Type:

Pass No.	Density	Temperature	Comments
1			
2			
3			
4			
5			
6			
7			
8			
Optimum			

Roller #3 Type:

Pass No.	Density	Temperature	Comments
1			
2			
3			
4			
5			
6			
7			
8			
Optimum			

Summary: _____

_____

_____

_____

_____

CHIPPEWA COUNTY ROAD COMMISSION

SPECIAL PROVISION

FOR

SPILLWAY, HMA

CCRC/SNB 2/6/2023

Description

This work will consist of constructing hot mix asphalt (HMA) spillways as detailed in the attached "Description of Work", the "Proposed Cross-Section" detail, and Sections 805 and 814 of the MDOT 2020 Standard Specifications for Construction, except as herein modified.

Materials

Use the same HMA mixture utilized for mainline and approach paving to construct the spillway as specified for the "Curb Slp, HMA", or as specified for the top course on the project if there is no adjacent shoulder or curb.

Construction Methods

Construct "Spillway, HMA" according to following:

1. Preparation of Base: Shape and compact base to the required cross-section associated with mainline paving, as shown in the "Proposed Cross-Section" detail.

2. Placing HMA Mixture: Place mixture on the prepared base at the rate shown on the plans. Construct the spillway at the same time the adjacent curb is paved. No cold joint is permitted. Place and compact by mechanical or hand methods as approved by the Engineer onsite. Install the "Geotextile, Separator, Non-Woven" at the outlet end of each proposed spillway in such a manner that the placed and compacted spillway asphalt overlaps the geotextile fabric by a minimum of 12 inches.

Method of Measurement

Spillway, HMA will be measured in place by area on the day of installation.

Basis of Payment

"Spillway, HMA" will be paid for by the square yard, in place. Unit pricing will include all labor and equipment required to complete the work as described, as well as the HMA mixture tonnage associated with the installation of this item. Geotextile and RipRap associated with the completion of the spillways are to be paid separately under the respective pay items, "Geotextile, Separator, Non-woven" and "RipRap, Plain".

Pay Item	**Pay Unit**
Spillway, HMA	Square Yard

CHIPPEWA COUNTY ROAD COMMISSION
SPECIAL PROVISION
FOR
HMA APPLICATION

SNB 1 of 1 1/16/2023

DESCRIPTION0

This work shall be done in accordance with the requirements of Division 5 of the MDOT 2020 Standard Specifications for Construction, except as specified herein.

MATERIALS

Please refer to the "General Description of Work" in the bid sheets for each roadway segment regarding cross-sectional thickness and lift requirements.

The Aggregate Wear Index shall be a minimum of 220. The Performance Grade asphalt binder range for the mix shall be 58-34. The target air voids shall be field-regressed to 3.0 percent. RAP content for both leveling and wearing courses should not exceed MDOT Tier II requirements, per the most recent "Special Provision on Recycled Asphalt Pavement (RAP)".

ACCEPTANCE

The "Special Provision for Acceptance of HMA Mixture on Local Agency Projects" shall apply.

MEASUREMENT AND PAYMENT

Measurement and Payment for all asphalt utilized on this project shall be at the contract unit price per ton.

Pay Items	**Unit**
HMA, __	TON
HMA Approach	TON

CHIPPEWA COUNTY ROAD COMMISSION
SPECIAL PROVISION
FOR
MAINTENANCE OF TRAFFIC

SNB 1 of 1 1/16/2023

DESCRIPTION

Traffic shall be maintained at all times in accordance with Sections 104.11, 812, and 922 of the 2020 MDOT Standard Specifications for Construction, and as specified herein.

MAINTAINING TRAFFIC

Maintain traffic subject to the provisions in this section and the proposed section below:

1. Work for this project can be performed during daylight hours, Monday through Sunday. However, night work may be performed, at no additional cost to the Owner, to maintain schedule or to improve contractor operations. Night work shall be coordinated with the Owner.
2. No work shall occur during holidays (Memorial Day, Fourth of July, and Labor Day). Construction operations shall cease at 15:00 (3:00 PM) the day prior to the observed holiday (or the holiday weekend).
3. The Contractor is responsible for phasing the project in a manner that maintains roadway access to local vehicle traffic only within the site throughout the duration of the project.

TRAFFIC CONTROL DEVICES

Within fourteen (14) calendar days of receipt of award letter, the contractor shall provide a Maintenance-of-Traffic plan for each project site/segment of roadway to the Engineer for approval. This plan shall specify locations, equipment, and sizes of all traffic control devices used throughout the project.

All signs, barricades, warning lights, and other traffic control devices shall be in accordance with the 2011 Michigan Manual of Uniform Traffic Control Devices (MMUTCD). Advance warning sign spacing and materials will be in accordance with the attached MDOT Maintaining Traffic Typicals 101-GEN-SPACING-CHARTS, WZD-100-A, and WZD-125-E. Lane closure signing and traffic regulator stations (if utilized) should be per MDOT Traffic Typical 110-TR-NFW-2L.

MEASUREMENT AND PAYMENT

Payment for maintenance of traffic throughout the project will be paid as **ONE LUMP SUM** for each segment of roadway ("project site"). Payment for each project site will not be assessed until the contractor has submitted an approved maintenance-of-traffic plan. Payment will include the furnishment and operation of all necessary traffic control items associated with the project per the submitted plan, including but not limited to:

1. Temporary advance warning and/or regulatory signage;
2. Sign covers;
3. Type III Barricades;
4. Pedestrian detour equipment;
5. Channelizing Devices and/or Barrels;
6. Truck Mounted Attenuators;
7. Traffic Regulator personnel; and/or
8. Arrow Boards.

CHIPPEWA COUNTY ROAD COMMISSION

SPECIAL PROVISION
FOR
MACHINE GRADING, MODIFIED

a. Description. This work consists of providing all labor and equipment necessary to perform fine-grading to provide positive drainage within the limits as specified in the Proposal and as directed by the Engineer. Complete this work according to the standard specifications and this special provision.

b. Materials. Existing/On-site.

c. Construction. Fine-grade the existing exposed aggregate base surface to provide positive drainage throughout the site. Any unused excess material must be removed from the project limits and disposed of in accordance with subsection 205.03.P of the 2020 Standard Specifications for Construction.

d. Measurement and Payment. The completed work, as described, will be measured and paid for at the contract unit price using the following pay item:

Pay Item	**Pay Unit**
Machine Grading, Modified	Square Yard

Machine Grading, Modified will be measured by the square yard based on area of actual work. It includes all labor and equipment required to complete the work as described.

Chippewa County Road Commission

Typical Approach Detail

RESIDENTAL DRIVEWAY - GRAVEL			
DESIGN FEATURES		STANDARDS	RANGE
INTERSECTION ANGLE	A	90°	70° TO 110°
DRIVEWAY WIDTH	B	12* FEET	10 TO 24
ENTERING RADIUS	C	15 FEET	15 TO 25
EXITING RADIUS	D	15 FEET	15 TO 25
TOTAL OPENING B+C+D=	R	42 FEET	38 TO 55

NOTE: * TWO PARCEL DRIVEWAY WILL BE STANDARD 18 FEET.

Notes:

1. The driveway will be located so that no interference with roadway traffic will result, as well as provide proper sight distance.
2. The standard Range (R) Value shall be used.
3. Culvert and driveway approach future maintenance shall be the responsibility of the property owner.
4. New culvert installation shall have invert placed 2 inches below the exiting flow line.