



Antrim County Road Commission

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May 18, 2016

REQUEST FOR BIDS - HOT MIX ASPHALT PAVING

Sealed bids will be received until 1:00 PM, Monday, June 13, 2016 at which time they will be publicly opened and read. Bids shall be received at the office of the Antrim County Road Commission, PO Box 308, 319 E. Lincoln St, Mancelona, Michigan 49659-0308. Bids will be tabulated and a recommendation will be made to the Board of County Road Commissioners at their next regular meeting.

The Antrim County Road Commission (ACRC) requests bids for the following:

Pleasant Hill Road: In Banks Twp, beginning at the Ellsworth Village limit thence south to previous overlay, approximately 1,700'. Overlay entire width, approx. 21' wide @ 220 lbs/syd.
Estimated total quantity: 436 tons

Schroeder Road: In Echo Township, beginning at Kidder Rd thence west to top of hill, approximately 875'. Pave scratch course over existing pavement approx. 30' wide @ 110 lbs/syd (est. 160 tons) and then overlay @ 165 lbs/syd (est. 240 tons).
Estimated total quantity: 400 tons

Finkton Road: In Echo Township, beginning 500' northwest of Lewis Rd thence northwest 1,300'. Pave over gravel 22' wide @ 220 lbs/syd.
Estimated total quantity: 350 tons

Helena Road: In Helena Township, beginning at McPherson Rd thence east 6,420'. Pave scratch and wedge course over existing pavement, approx. 21' wide @ 110 lbs/syd (est. 824 tons) and then overlay @ 165 lbs/syd (est. 1236 tons).
Estimated total quantity: 2060 tons

Oslund/Graham Roads: In Kearney Township, beginning at 620 thence south 2240' @ 20' wide, continue 2060' @ 23' wide to Graham (est. 845 tons) thence south on Graham for 1000' @ 20.5' wide, continue 500' @ 30' wide to previous overlay (est. 326 tons) all @ 165 lbs/syd.
Estimated total quantity: 1171 tons

Quarterline Road: In Milton Township, beginning at Cairn Hwy thence north to US 31, approximately 12,300'. Pave scratch and wedge course over existing pavement, approx. 22' wide @ 110 lbs/syd (est. 1654 tons) and then overlay @ 165 lbs/syd (est. 2481 tons).
Estimated total quantity: 4135 tons

All mix shall be 4E1, PG 58 -28 liquid asphalt that complies with the enclosed Antrim County Road Commission Special Provision for Acceptance of HMA Mixture 5/18/2016. Bid price shall include mixing, hauling, placing and compacting the mix in accordance with the current MDOT Standard Specifications for Construction and the Antrim County Road Commission Special Provision for Acceptance of HMA Mixture 5/18/2016. Bid price shall also include traffic control in accordance with the current Michigan Manual of Uniform Traffic Control Devices.

Paving shall be completed by September 30, 2016 unless otherwise agreed to by the contractor and road commission.

The successful bidder shall enter into a contract with and provided by the road commission.

Label bid "**HMA PAVING BID**" plainly on the outside of a sealed envelope.

Burt R. Thompson, P.E.
Engineer-Manager

encl: Bid Submittal Form
Special Provision for Acceptance of HMA Mixture 5/18/2016

**Antrim County Road Commission
2016 Hot Mix Asphalt Paving Bid No. 1
June 13, 2016
Bid Submittal**

Pleasant Hill Road	436 tons @ \$_____ per ton
Schroeder Road	400 tons @ \$_____ per ton
Finkton Road	350 tons @ \$_____ per ton
Helena Road	2060 tons @ \$_____ per ton
Oslund/Graham Road	1171 tons @ \$_____ per ton
Quarterline Road	4135 tons @ \$_____ per ton

ACKNOWLEDGMENT

I acknowledge that I have thoroughly read all the pages of this document, including the enclosed special provisions and that if awarded the bid, work will be done in full accordance with same.

Company name

Signature

Printed name

Title

Mailing address

City, State and zip

Date

Phone

Cell phone

Email

ANTRIM COUNTY ROAD COMMISSION

SPECIAL PROVISION
FOR
ACCEPTANCE OF HMA MIXTURE
(non Federal)

ACRC: BRT

05/18/16

Description.

This special provision provides acceptance-testing requirements for use on this project. The HMA mixture and mixture quality assurance and acceptance shall conform to section 501 of the Michigan Department of Transportation 2012 Standard Specifications for Construction except where modified herein. The MDOT HMA Production Manual, current edition, applies to this work.

Submittals.

Submit a mix for the Engineer's review and approval. The Contractor shall not place any HMA without an approved mix design by the Engineer.

Materials.

Aggregates, mineral filler (if required), and asphalt binder shall be combined as necessary to produce a mixture proportioned within the master gradation limits called for in the project and meeting the uniformity tolerances listed in Table 1 and the quality assurance testing tolerances in Table 2 of this special provision. The master gradation range is to be used for establishing mix design only. Topsoil, clay, or loam shall not be added to aggregates which are to be used in plant mixed HMA mixtures.

Asphalt Binder.

Liquid asphalt binder shall be a Performance Graded (PG) binder as specified in the bid requests and/or approved by the road commission.

Air Voids.

Design air voids will be 4.0% and shall be regressed to 3.0% in production by the addition of virgin liquid asphalt.

Recycled Asphalt Pavement.

Recycled asphalt pavement (RAP) percentage that represents the contribution of the RAP binder toward the total binder, by weight, **SHALL NOT EXCEED 15%**. No binder grade adjustment is required to compensate for the stiffness of the asphalt binder in RAP.

Recycled Asphalt Shingles.

Recycled asphalt shingles will NOT be allowed.

Construction.

After the job-mix-formula is established, the aggregate gradation and the binder content of the HMA mixture furnished for the work shall be maintained within the Range 1 uniformity tolerance limits permitted for the job-mix-formula specified in Table 1. However, if deviations are predominantly either below or above the job-mix-formula, the Engineer may order alterations in the plant to bring the mixture to the job-mix-formula. If two consecutive aggregate gradations on one sieve, or binder contents as determined by the field tests, are outside Range1 but within

Range 2 tolerance limits, the Contractor shall suspend all operations. Contract time will continue during these times when the plant is down. Before resuming any production, the Contractor shall propose, for the Engineer's approval, all necessary alterations to the materials or plant so that the job-mix-formula can be maintained. The Engineer, after evaluating for effects on AWI and mix design properties, will approve or disapprove such alterations.

At no time shall the asphalt binder content fall below 5.0% regardless of the tolerance listed.

Random liquid asphalt binder samples will be taken by the Engineer. The Engineer reserves the right to test any or all samples taken.

The crushed particle content of the aggregate used in the HMA mixture shall not be more than 10 percentage points above or below the crushed particle content used in the job-mix-formula nor less than the minimum specified for the aggregate in the project documents.

The Engineer will perform quality assurance sampling and testing, using the sampling and testing option selected by the Engineer. Mixture QA testing may be performed at the Contractor's facility, using the Contractor's equipment, at no additional cost to the Owner. Quality control measures to ensure job control are the responsibility of the Contractor. Quality assurance and acceptance testing will be as follows:

1. Sampling

Acceptance sampling and testing will be performed by the Engineer using the sampling method and testing option selected by the Engineer. Each day of production, random samples will be obtained for each mix type. Acceptance testing will be performed at a frequency specified by the Engineer.

2. Mixture Testing

Mixture samples will be tested to verify gradation, binder content and volumetric properties.

3. Density

Pavement density may be measured by the Engineer, with a Nuclear Density Gauge or by 6 inch core sampling. The Gmm from the JMF will be used for the density control target. The in place density of the HMA mixture shall be at least 92.0% of the density control target. In place density will be calculated by averaging a minimum of four QA density test locations.

Table 1: Uniformity Tolerance Limits for HMA Mixtures

Parameter	TOP & LEVELING COURSE	
	* Range 1	Range 2
% Passing # 8 and Larger Sieves	± 5.0	± 8.0
% Passing # 30 Sieve	± 4.0	± 6.0
% Passing # 200 Sieve	± 1.0	± 2.0
*This range allows for normal mixture and testing variations. The mixture shall be proportioned to test as closely as possible to the Job-Mix-Formula.		

Table 2: HMA Quality Assurance Testing Tolerances (±) from the JMF

Parameter	Double Test per Lot (c)	Lot Average
Air Voids	1.00%	0.60%
Voids in Mineral Aggregate VMA (a)	1.20%	0.75% (b)
Maximum Specific Gravity (G _{mm}) (a)	0.019	0.012
Binder Content (a) (d)	0.50%	0.35%
a. Parameters with target values b. Or less, determined by VMA value in contract documents c. “Double Tests per Lot” refers to any two subplot tests in any one lot d. Binder content shall not fall below 5.5% at any time regardless of the tolerance listed		

Rejected Mixtures.

1. Gradation

If for any one mixture, two consecutive aggregate gradations on one sieve as determined by field tests exceed the uniformity tolerance of Range 2 under Table 1, or do not meet the minimum requirements for crushed particle content specified in the project documents, the mixture will be rejected. If such mixtures are placed in a pavement, the remaining portions of the failing field samples (split sample) will be sent to an independent laboratory to confirm the field test results. If the laboratory’s results do not confirm the field test results and there are no price adjustments required due to test failures on the asphalt binder, then no price adjustments will be made for the mixture involved. If the laboratory’s results confirm the field test results and if, in the Engineer’s judgment, the defective mixture can remain in place and there are no price adjustments required due to test failures on the asphalt binder, the contract unit price for the defective mixture involved, as determined from field tests, will be decreased on the following basis:

The contract unit price for material outside of Range 2 or with a crushed particle content below that specified in the project documents will be decreased 25 percent.

If three consecutive aggregate gradations on one sieve, or asphalt binder contents as determined by field tests are outside Range 1 but within Range 2 tolerance limits, the mixture produced from the time the third sample was taken until the gradation, or asphalt binder content is corrected back into Range 1 will be decreased in contract unit price by 10 percent. Field tests indicating that mixtures are subject to the 10 percent penalty will be confirmed in the same manner as mixtures subject to the 25 percent penalty as described herein.

If a liquid asphalt binder sample does not meet the required specification, the mix produced from the point of the last liquid asphalt binder sample meeting specification to the failed sample shall be considered defective and shall be replaced at the sole expense of the contractor. This may also result in the termination of the contract and/or the right to bid on any future work.

2. Volumetric Properties

Acceptability tolerance for Air Void, VMA Gmm and Binder Content are shown in Table 2. Material produced outside of Table 2 tolerance limits will be rejected.

3. Pavement Density

A negative 10% adjustment in the HMA mixture unit contract price will be imposed on the lot or subplot if either the lot pavement density (average of all lot gauge readings or core results) is less than 92%, but equal to or greater than 91%; or if 2 or more readings or cores in any given subplot are less than 91%.

A negative 25% adjustment in the HMA mixture unit contract price will be imposed on the lot or subplot if either the lot pavement density (average of all lot gauge readings or core results) is less than 91%, but equal to or greater than 90%; or if 2 or more readings or cores in any given subplot are less than 90%.

If any subplot has an average density of less than 90%, the Contractor shall remove and replace the entire subplot at no cost to the owner.