



Antrim County Road Commission

DIETER AMOS, Kewadin
KEVIN GIAR, Bellaire
GODFREY "PETE" HOOGERHYDE, Elmira
ALLEN MUSALL, Manager

August 31, 2026

REQUEST FOR MDOT PAVING

Sealed bids will be received until 1:00 PM, Monday, September 14, 2026, 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:

PLEASE SEE ATTACHED REQUEST: Slope of work, Project locations and project quantities are all on the attachment. This will be a lump sum price for the whole Work Slope.

All mix shall contain PG 58 -28 liquid asphalt and shall comply with the enclosed Antrim County Road Commission Special Provision for Acceptance of HMA Mixture on Non-Federal Aid Projects 01/16/23. All traffic control shall be in accordance with the current MMUTCD part 6.

All pay items shall be in accordance with 2020 MDOT Standard Specifications for Construction and as modified herein.

All work shall be completed November 15, 2026.

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

Label bid "**US31 Bennett Slope Failure**" plainly on the outside of a sealed envelope.

The Antrim County Road Commission reserves the right to accept or reject any or all bids, to waive any irregularity or defect in a bid, or to accept that bid which in the opinion of the Road Commission is in the best interest of the county.

Allen Musall
Manager

encl: Schedule of Items (Itemized Bid Sheet)
SP for Acceptance of HMA Mixture on Non-Federal Aid Projects 01/16/23

US-31 SLOPE FAILURE, ANTRIM COUNTY

PROJECT INFORMATION, SCOPE OF SERVICES, & BID PROPOSAL

GLD:KMM

Page 1 of 3

08-21-26

PROJECT LOCATION

The project is located on US-31 approximately 500 feet north of Bennett Road, west side of US-31, Banks Township, Antrim County. The slope stabilization and repair location is described below:

<u>DESCRIPTION</u>	<u>STATION</u>	<u>CS</u>	<u>CSMP</u>	<u>PR#</u>	<u>PRMP</u>
POB	807+65, Lt	05012	2.609	1108406	20.907
POE	809+80, Lt	05012	2.650	1108406	20.948

LENGTH = 215 feet (0.041 miles)

GENERAL NOTES

US-31 is a north-south non-freeway state trunk line with a posted speed of 55 mph. In general, the road cross-section consists of two 12 feet wide lanes with HMA shoulders of varying widths. The HMA shoulder on the left (west) side is 8 feet wide and the HMA shoulder on the right (east) side is 3 feet wide.

This section of US-31 currently has existing signing and traffic devices in place for a shoulder closure, since April 2026. Coordinate with MDOT Maintenance for the removal of these devices in advance of any work.

Contact MISS DIG System, Inc. for the protection of underground utilities and in conformance with MCL 460.721 et seq, by phone at 811 or 800-482-7171 or via the web at <http://www.missdig811.org/>, a minimum of 3 working days prior to excavating, excluding weekends and holidays. For utility contacts and additional information reference the Exhibit, *Notice to Bidder Utility Coordination*.

Place appropriate soil erosion and sedimentation control measures prior to earth-disturbing activities. Place turf establishment items as soon as possible on potential erodible slopes as directed by the Engineer. Protect critical ditch grades with either sod or seed/mulch or mulch blanket as directed by the Engineer.

Traffic will be maintained as described in the Exhibit, *Special Provision for Maintaining Traffic*, and/or as directed by the Engineer. For traffic restrictions and opening lanes to traffic on US-31, reference the Exhibit, *Special Provision for Maintaining Traffic*.

Where the following items are called for on the plans, they are to be constructed according to the MDOT Standard Plan given below, opposite each item, unless otherwise indicated.

Road Plans

Guardrail, Types A, B, BD, T, TD, MGS-8, & MGS-8D	R-60-J*
Granular Blanket, Underdrains, Outlet Endings for Underdrains, and Sewer Bulkheads	R-80-F*
Soil Erosion & Sedimentation Control Measures	R-96-E
Seeding and Tree Planting	R-100-I*

*Special Details are included in the bidding documents

SCOPE OF SERVICES

The slope stabilization and repair work includes tree and shrub removal, placing embankment, removing and replacing portions of the existing HMA shoulder and guardrail, placing HMA curb and a HMA spillway, slope restoration, and maintaining traffic. Other work includes minor excavation and placement of shoulder gravel. Project details and specifications can be found in the Exhibits, *Project Location Map*, *Typical Sections*, *Miscellaneous Details*, the *Removal and Construction Sheets*, *Special Detail Sheets*, and *Special Provisions* for this project.

All work will be completed in accordance with the Scope of Services, the Michigan Department of Transportation 2020 Standard Specifications for Construction, Supplemental Specifications, and the attached Special Provisions. All completed work will be measured and paid as one **Lump Sum**.

BID PROPOSAL

This project will be awarded to the Contractor with the lowest total bid and schedule which aligns with the project documents. The completed work will be measured and paid for based on a **Lump Sum** amount in accordance with the project scope of services and specifications.

TOTAL LUMP SUM BID _____

COMPANY NAME: _____

ADDRESS: _____

CONTACT PHONE NUMBER: _____

AUTHORIZED SIGNATURE: _____

PRINTED NAME: _____

DATE: _____

The Antrim County Road Commission reserves the right to reject any and all bids.

Quantities are provided for **INFORMATIONAL PURPOSES ONLY**. The Contractor is responsible for verifying the work items and quantities. No additional compensation will be paid for increases in quantities or additional incidental items necessary to complete the work. All completed work will be measured and paid as a **Lump Sum**.

Roadway Items	Quantity	Unit
Tree, Rem, 19 inch to 36 inch	6	Ea
Culv, Rem, 24 inch to 48 inch	1	Ea
Guardrail, Rem	225	Ea
Embankment, CIP	1,500	Cyd
Excavation, Earth	50	Cyd
Erosion Control, Silt Fence	270	Ft
Aggregate Base	35	Ton
Shld, CI II, 4 inch	60	Syd
HMA Surface, Rem	50	Syd
Hand Patching	25	Ton
Curb Slp, HMA	220	Ft
Guardrail Reflector	5	Ea
Guardrail, Type MGS-8, 72 inch post	225	Ft
Enhanced Delineation, Bidirectional, Guardrail, Post Mtd	225	Ft
HMA Spillway	10	Syd
Slope Restoration, Non-Freeway, Type C	1,500	Syd
Contractor Staking	1	LSUM
Staking Plan Errors and Extras, Max \$180/hour	2	Hr

Maintaining Traffic Items	Quantity	Unit
Channelizing Device, 42 inch, Fluorescent, Furn	50	Ea
Channelizing Device, 42 inch, Fluorescent, Oper	50	Ea
Connected Arrow, Type C, Furn	2	Ea
Connected Arrow, Type C, Oper	2	Ea
Minor Traf Devices	1	LSUM
Sign Cover	10	Ea
Sign, Type B, Temp, Prismatic, Furn	800	Sft
Sign, Type B, Temp, Prismatic, Oper	800	Sft
Traf Regulator Control	1	LSUM
Rumble Strip, Temp, Portable, Furn	12	Ea
Rumble Strip, Temp, Portable, Oper	12	Ea
Automated Flagger Assistance Device	2	Ea

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
MAINTAINING TRAFFIC

GLD:AWK

1 of 4

a. Description. This special provision consists of requirements and restrictions to maintain traffic on US-31 in Banks Township, Antrim County.

b. General. Maintain traffic throughout the project in accordance with the standard specifications, typicals, and supplemental specifications in the contract and as described on the plans for this project.

c. Construction Influence Area (CIA). The CIA includes the right-of-way of the following roadways, within the approximate limits described below:

1. On US-31 from approximately 2 miles in advance of the point of beginning (POB) and the point of ending (POE) or as far as advanced signing is required.

2. In addition, the CIA includes the right-of-way of any designated detour route or alternate route, intersecting roads and ramps adjacent to the work zone for a distance of approximately 1/4 mile in advance of the work zone or as far as the construction or detour signing extends. The roads include but are not limited to Maple Hill Road, Bennett Road, and Essex Road.

d. Traffic Restrictions. Maintain traffic in accordance with the Maintaining Traffic Typicals contained herein, except as noted below. Changes or adjustments to the Maintaining Traffic Typicals may be necessary to fit field conditions, subject to approval of the Engineer or as determined by the Engineer.

1. Utilize the following Maintaining Traffic Typicals:

- A. 100-GEN-KEY
- B. 101-GEN-SPACING-CHARTS
- C. 102-GEN-NOTES
- D. 103-GEN-SIGNS
- E. 104-GEN-AB
- F. 107-GEN-SPEED
- G. 116-AFAD-NFW-2L-RUM
- H. 122-NFW-SHL-(R)

I. WZD-100-A

J. WZD-125-E

2. Do not deliver material or close lanes during the holiday periods as defined in Table 1:

Table 1: 2026 Holiday Period

Holiday	Start Date and Time	End Date and Time
Labor Day	6:00 am, Thursday, September 3 rd	6:00 am, Wednesday, September 9 th

3. No traffic regulator control will be allowed from Friday at noon to Monday at 6:00 am. Work and traffic regulator control will only be allowed from sunrise to sunset as defined by the [National Oceanic and Atmospheric Administration](#) (NOAA).

4. Ensure traffic is not maintained on a shoulder overnight.

5. Maintain access to all side roads at all times.

6. Maintain access to all driveways as directed by the Engineer unless prior agreements are made with the respective property owners.

7. When a lane is closed, place channelizing devices at cross streets and major drives to form a radius that clearly defines the approaches to the through and turning traffic.

e. Traffic General.

1. For any lane open to traffic, provide a minimum lane width of 11 feet, unless otherwise approved by the Engineer.

2. Do not close lanes or utilize traffic regulation sequences where work can be accomplished with a shoulder closure. Do not occupy any part of the active traffic lane with personnel or equipment when utilizing a shoulder closure. Place lane closures and traffic regulation operations only in areas as shown on the plans unless otherwise directed by the Engineer.

3. Prior to shifting traffic onto shoulders or opening any lanes/shoulders remove, by sweeping all accumulated debris that has collected within the shoulder and/or within the closed lane/shoulder.

4. A speed reduction will be used. Set the work zone speed limit on US-31 at 10 miles per hour less than the posted speed limit when utilizing traffic regulator control.

5. Develop and submit to the Engineer an Internal Traffic Control Plan (ITCP) per subsection 104.11.B of the Standard Specifications for Construction. The requirements listed herein are the requirements for a Type A ITCP. Submit the Type A ITCP at the preconstruction meeting. The Engineer will have 7 calendar days to review the ITCP for approval or provide comments for revisions required to obtain approval. Include in the ITCP, at a minimum, the proposed ingress/egress locations for construction equipment and vehicles, traffic control devices that will be utilized to warn the motoring public of ingress/egress locations, and

measures that will be taken to ensure compliance with the ITCP. Ensure that the ITCP minimizes conflicts between construction vehicles and motorists and maintains overall safety and mobility within the work zone. No work may begin prior to approval of the ITCP. Additional time required to obtain an approved ITCP will not be cause for delay or impact claims. All costs associated with obtaining an approved ITCP, providing and executing all parts of the approved ITCP including required traffic control devices, or resolving an incomplete or unacceptable ITCP will be borne by the Contractor.

6. Protect the work area at the end of each day. Close all open access points on the project to traffic with Type III barricades or other devices approved by the Engineer.

7. The Engineer will be responsible for notifying emergency services, transit agencies, law enforcement and schools prior to any lane closures, detours or major traffic shifts. In addition, the Contractor will be responsible for working with and complying with any coordination that is necessary with the Department and emergency services, transit agencies, law enforcement and schools. All costs associated with these coordination efforts will be considered included in the pay item "Minor Traf Devices".

8. Obtain all necessary permits from local governments within areas of local jurisdiction, including noise/dust ordinance waivers when required, prior to placing construction signing on local roads.

A. The Department will reimburse permit costs in accordance with subsection 107.02.A of the Standard Specification for Construction. Adhere to all requirements made by local maintaining agencies regarding placement of traffic control devices prior to closing lanes on roadways not under MDOT jurisdiction.

9. Remove all temporary traffic control devices from MDOT right-of-way during any shut down periods unless needed for directly maintaining or channelizing traffic. No additional payment will be made for removal and/or redeployment of these devices except for in the case of an approved extension of time.

10. Cover or remove construction signing that refers to work zone speed when work at a location is planned to be inactive for a period greater than 2 days, unless otherwise specified on the plans or as directed by the Engineer.

11. Once work is initiated that includes any lane restrictions, that work must be continued daily until completed. A lack of work activity for more than 3 days will require the removal of lane closures at no expense to the Department.

f. Traffic Regulator Control.

1. Maintain two-way traffic at all times on US-31 using traffic regulator control with Automated Flagger Assistance Devices (AFADs). A traffic regulator sequence is allowed to cover a maximum closure length of ½ mile. Place the AFAD, signs and channelizing taper for the traffic regulator operation at locations approved by the Engineer for adequate visibility by oncoming traffic.

2. Do not utilize more than one traffic regulator operation at one time on US-31.

3. Crossroads must remain open to traffic at all times. Use intermediate traffic regulators

at each intersection approach and commercial driveways within the closure limits, as directed by the Engineer. Use traffic regulator control as directed by the Engineer for cross street traffic while paving through intersections.

g. Earthwork and Excavation.

1. Use protective fencing to protect open excavations within the work zone during non-working hours.

h. Traffic Control Devices. Ensure all traffic control devices are in accordance with the *MMUTCD* and must meet the “acceptable” criteria as defined in the *ATSSA* publication entitled “*Quality Guidelines for Temporary Traffic Control Devices and Features*” at the time of initial deployment and after each major stage change.

1. During non-working periods, place applicable advance signs and channelizing devices at specific locations, as directed by the Engineer, at no additional cost to the Department.

2. Notify the Engineer 24 hours in advance of when traffic control devices are being delivered to the project site, to allow for initial inspection of devices to take place.

3. Remove from the project site all traffic control devices (including detour signing) no longer needed for a particular operation and equipment for construction within 14 calendar days of reopening the shoulder/lane/roadway.

4. Channelizing Devices.

A. Ensure all devices have sufficient ballast to prevent moving or tipping. If moving or tipping occurs, place additional ballast, as directed by the Engineer, at no additional cost to the Department. No more than two ballasts are allowed on each channelizing device.

B. Do not use caution tape on this project.

C. Delineate the edge line using 42" channelizing devices spaced at 100 ft.

5. Temporary Signs.

A. Additional W20-1 (ROAD WORK AHEAD) signs are included in the quantities to be placed on all intersecting or adjacent roads where construction activities may be encountered.

i. Measurement and Payment. Payment will be in accordance with the standard specifications unless otherwise specified. No additional payment will be made for the following activities:

1. Transporting traffic control items from site to site.

2. Providing sufficient vehicles and staff to make changes as-needed on site during work.

3. Providing sufficient vehicles and staff to remove closures from the roadway.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
TREE REMOVAL AND CLEARING

ENV:JDG

1 of 3

APPR:DMG:MJO:08-19-25

a. Description. This work consists of all tree removals and clearing of vegetation 3 inches or greater in diameter required for the project in accordance with sections 201 and 202 of the Standard Specifications for Construction.

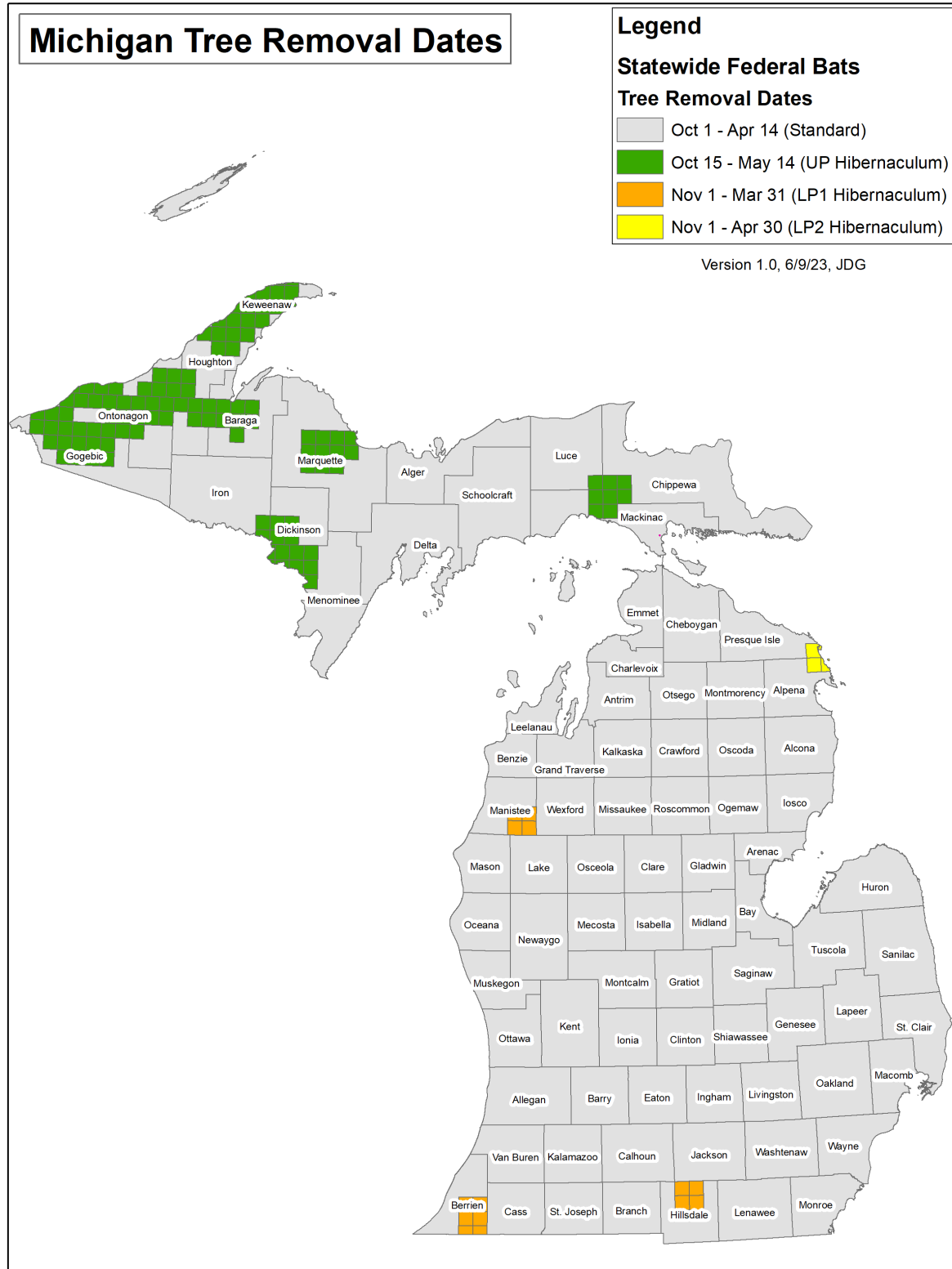
Due to the potential presence of state and federally protected species, complete all tree removals and clearing between October 1 - April 14, as shown on the Michigan Tree Removal Dates map and Supplemental Information on pages 2 to 2 of this special provision.

b. Material. None specified.

c. Construction. This work must be conducted in accordance with sections 201 and 202 of the Standard Specifications for Construction.

d. Measurement and Payment. Clearing and tree removal will be paid for in accordance with subsections 201.04 and 202.04 of the Standard Specifications for Construction and applicable special provisions.

The work must be conducted between the dates of October 1 - April 14 as shown on the Michigan Tree Removal Dates map and Supplemental Information on pages 2 to 3 of this special provision. If the work is not completed within this timeframe, and additional environmental evaluation is required, the Contractor may face penalties from paying any additional costs and being assessed liquidated damages up to being held in default of the contract.



Supplemental Information

For clarification of hibernaculum and/or buffer areas, see the table below.

If a project crosses two zones, the following dates apply to the entire project:

- Standard and UP Hibernaculum: October 15 and April 14
- Standard and LP1 Hibernaculum: November 1 and March 31
- Standard and LP2 Hibernaculum: November 1 and April 14

Table 1: Townships Containing Hibernacula and/or 5 mile Buffers

County	Town and Range
Alpena	T32N R8E, T32N R9E
Baraga	T48N R33W, T49N R32W, T49N R33W, T49N R34W, T49N R35W, T50N R32W, T50N R33W, T50N R34W, T50N R35W
Berrien	T6S R17W, T6S R18W, T7S R17W, T7S R18W, T8S R17W, T8S R18W
Chippewa	T44N R6W, T45N R6W, T45N R7W
Dickinson	T38N R28W, T38N R29W, T39N R28W, T39N R29W, T39N R30W, T39N R31W, T41N R29W, T41N R30W, T40N R28W, T40N R29W, T40N R30W, T40N R31W, T42N R29W, T42N R30W
Gogebic	T46N R42W, T46N R43W, T46N R44W, T46N R45W, T47N R42W, T47N R43W, T47N R44W, T47N R45W, T47N R46W, T48N R44W, T48N R45W, T48N R46W, T48N R47W, T49N R45W, T49N R46W, T49N R47W, T50N R45W
Hillsdale	T05S R03W, T05S R02W, T06S R03W, T06S R02W
Houghton	T49N R35W, T49N R36W, T50N R35W, T50N R36W, T51N R36W, T52N R36W, T54N R33W, T54N R34W, T55N R32W, T55N R33W, T55N R34W, T55N R35W, T56N R32W, T56N R33W, T56N R34W
Iron	T41N R31W, T42N R31W
Keweenaw	T56N R31W, T57N R29W, T57N R30W, T57N R31W, T57N R32W, T57N R33W, T58N R29W, T58N R30W, T58N R31W, T58N R32W, T59N R29W, T59N R30W
Luce	T45N R08W
Mackinac	T43N R7W, T43N R8W, T44N R7W, T44N R8W
Manistee	T21N R13W, T21N R14W, T22N R13W, T22N R14W
Marquette	T46N R26W, T46N R27W, T46N R28W, T47N R25W, T47N R26W, T47N R27W, T47N R28W, T48N R25W, T48N R26W, T48N R27W, T48N R28W
Menominee	T38N R28W
Ontonagon	T48N R40W, T48N R41W, T48N R42W, T48N R43W, T49N R38W, T49N R39W, T49N R40W, T49N R41W, T49N R42W, T50N R37W, T50N R38W, T50N R39W, T50N R40W, T50N R41W, T50N R42W, T50N R43W, T50N R44W, T51N R37W, T51N R38W, T51N R39W, T51N R41W, T51N R42W, T51N R43W, T51N R44W, T52N R37W, T52N R38W
Presque Isle	T33N R08W

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
BIDIRECTIONAL ENHANCED DELINEATION - GUARDRAIL POST MOUNT

PMK:MKB

1 of 2

APPR:MWB:CT:04-23-20

a. Description. This work consists of preparing surfaces and applying retroreflectorized white, yellow and/or red reflectors or reflective sheeting reflector systems for enhanced linear delineation. Complete this work in accordance with this special provision, the project plans, the *MMUTCD*, the standard specifications, and as directed by the Engineer.

b. Materials. Provide all reflectors and reflective sheeting reflectors and supports meeting the requirements of section 919 of the Standard Specifications for Construction, and the manufacturer's specifications.

For dual-color and/or bidirectional delineation (i.e. white/red or yellow/yellow), choose from the following, or approved equal:

1. Shur-Tite Guardrail Post Flat Mount Delineator "Shortie", 19 inch height.
2. Impact Recovery GRP Guardrail Delineator, 19 inch height.
3. Trinity Highway/Safe-Hit Flexible Guardrail Delineator, 27 inch height.

Reflector or sheeting application is required on both faces of each unit for bidirectional viewing. Ensure the reflective area on each face is a minimum of 18 square inches.

c. Construction. Clean and dry the guardrail post surface and remove any obstacles or debris that can interfere with the installation of the linear delineation system.

Post mount guardrail delineation is to be mounted to the front side of guardrail posts and not the blocks unless otherwise approved by the Engineer.

Do not install enhanced linear delineation on guardrail approach terminals. Place enhanced linear delineation beginning on standard run of guardrail.

Mechanically fasten the selected line delineation system to the clean, dry surface in accordance with this special provision, the manufacturer's requirements, and as directed by the Engineer. Adhesives may be used to supplement mechanical fasteners, but not in lieu of them. Install the selected delineation system at the spacing shown in Table 1 or as directed by the Engineer:

Table 1: Delineation System Spacing

Delineation System	Spacing (Center-to-Center in feet)
Shur-Tite Flat Mount Guardrail Delineator "Shortie"	50
Impact Recovery GRP Guardrail Delineator	50
Trinity Highway/Safe-Hit Flexible Guardrail Delineator	50

Approved Equal	As directed by the Engineer
----------------	-----------------------------

Orient reflectors on the selected delineation system per the manufacturer's requirements so that the reflective sheeting and optical performance requirements of section 919 of the Standard Specifications for Construction are met. Match the color of reflectors with the color of pavement edge lines stipulated in the MMUTCD. When installing a dual color and/or bidirectional post mount delineation system, install and match the color of the pavement edge lines on both sides of the traveled roadway. Use of adhesive as the permanent attachment is prohibited; a mechanical attachment is required. Do not damage the guardrail during installation. Repair any damage caused by the installation as directed by the Engineer at the Contractor's expense.

Perform final cleanup of the completed area prior to moving to the next section of installation.

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**

Enhanced Delineation, Bidirectional, Guardrail, Post MtdFoot

Enhanced Delineation, Bidirectional, Guardrail, Post Mtd includes the cost of preparing the surfaces for enhanced delineation installation, removal of any existing guardrail delineators, providing and installing the selected system and all its supporting elements for installation, and final cleanup of the entire project.

The completed work will be measured by the foot along the entire length of the guardrail to which the system is being applied from the beginning of the first system section to the end of the last system section, including gaps between system sections. Exclude sections gapped for bridges, discontinuities in the guardrail, or as directed by the Engineer.

The cost of repairs to any damaged guardrail is included in the unit price for the related repair pay items.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
AUTOMATED FLAGGER ASSISTANCE DEVICE

COS:SAH

1 of 3

APPR:CRB:CT:07-25-22

a. Description. This work consists of furnishing, installing, operating, maintaining, relocating, and the removal of Automated Flagger Assistance Devices (AFAD) that allows the operator to fully control the device from a safe location, outside of the lane of traffic. Use automated flagger assistance devices to control traffic in one-lane, two-way work zones. Relocate the system as required by the location of work. This system will be used to control traffic during active work only when personnel are on-site.

The Contractor is responsible for coordinating with any work in adjacent work zone projects.

b. Materials. Ensure all hardware components of this system are crashworthy in accordance with the *NCHRP 350* or *MASH*, in addition to the following requirements:

1. Provide a qualified traffic regulator as described in subsection 812.03.G.8 of the Standard Specifications for Construction with the material listed in subsections 922.11.B, 922.11.C, and 922.11.D of the Standard Specifications for Construction and an AFAD system composed of one of the following two options and as noted below:

A. Furnish an AFAD device meeting the requirements of *MMUTCD Section 6E.05 STOP/SLOW Automated Flagger Assistance Devices*.

B. Furnish an AFAD device meeting the requirements of *MMUTCD Section 6E.06 Red/Yellow Lens Automated Flagger Assistance Devices*. Furnish the required Stop Here On Red sign (R10-6 or R10-6a) as part of the device or installed on the right-hand side of the approach at the point at which drivers are expected to stop.

2. Delineate the unit with a 2-inch by 36-inch strip, or an equivalent area, of reflectorized red and white conspicuity tape to increase nighttime visibility.

3. Furnish a unit with an intrusion alarm system to alert workers when traffic has improperly entered the work zone. The alarm will sound when the operator activates the intrusion alarm using a wireless controller or when the gate arm is detached from the AFAD.

4. Furnish the AFAD system equipped with a solar power supply and a battery backup with a built-in 110 VAC battery charger. When fully charged, ensure the AFAD and wireless controlled are capable of operating for 24 hours continuously.

5. Ensure the AFAD trailer is painted highway orange.

6. Furnish a gate arm meeting the requirements of the *MMUTCD Section 6E.06* which descends to a down position across the approach lane of traffic when the STOP face or Red Lens is displayed and then ascends to an upright position when the SLOW face or Yellow

Lens is displayed. Ensure both configurations employ visible methods of determining the status of each AFAD unit from the backside of the unit. Ensure the indication is legible for a minimum distance of 300 feet from the back of the unit in daylight hours and does not produce false indications to opposing traffic.

c. Construction. Install the AFAD in accordance with the manufacturer's recommendations, the plans, and the following requirements:

1. Furnish up to 1 hour of training for applicable representatives from contractors and MDOT if required by the Engineer. The training includes, at a minimum, installation, removal, and operation of the system and must take place prior to installation if required.

2. Use AFADs in accordance with the *MMUTCD Section 6E.04 Automated Flagger Assistance Devices*.

3. Delineate the AFAD with three channelizing devices. The use of cones is allowed for daytime use only.

4. It is acceptable for one traffic regulator to operate two AFADs from a central location when the distance between the regulator and each AFAD is a maximum of 750 feet with a clear line of sight from the regulator to both AFADs.

5. Furnish a two-way handheld radio system and standby traffic regulator equipment as a backup system for traffic regulators operating the AFAD.

6. Traffic regulators operating the AFADs should stand on or behind the shoulder of the roadway. Ensure positioning allows the regulators to remain safely out of traffic areas while remaining visible to motorists.

7. Furnish AFAD controllers to each traffic regulator located at the AFAD. Ensure the control is simple in nature and consist of buttons that can be pushed while wearing gloves. Controls with electronic screens are prohibited unless approved by the Engineer.

8. Use AFADs to control mainline traffic. Any side street or intersecting location will require an intermediate traffic regulator. Intermediate traffic regulators are required to follow the guidance in subsection 812.03.G.8 of the Standard Specifications for Construction. AFADs may be used at intermediate locations at the Contractor's expense.

9. Remove AFADs from the roadway completely at the end of each work day and store outside of the clear zone, as determined by the Engineer, or in the Contractor's yard.

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

Automated Flagger Assistance Device Each

Automated Flagger Assistance Device includes installing, operating and removing one automated flagger assistance device. No additional payment will be made for relocating the device on the project. The Department will pay for the maximum number of automated flagger

assistance devices in use at one time on the project. Additional payment will not be provided for AFADs installed at intermediate locations.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
SLOPE RESTORATION, NON-FREEWAY

RSD:NJM

1 of 2

APPR:DMG:KJK:08-19-25

a. Description. This work consists of preparing all lawns and slopes on non-freeway projects designated for slope restoration on the plans or as directed by the Engineer and applying topsoil, fertilizer, seed, mulch with mulch anchor, mulch blanket, high velocity mulch blanket, permanent turf reinforcement mat, bonded fiber matrix, or modified mulch blanket to those areas. Ensure turf establishment is in accordance with section 816 and 917 of the Standard Specifications for Construction and Standard Plan R-100 Series, except as modified herein or otherwise directed by the Engineer.

b. Materials. The materials, application rates, and construction methods specified in sections 816 and 917 of the Standard Specifications for Construction apply unless modified by this special provision or otherwise directed by the Engineer. Furnish the following materials on this project:

1. Seeding mixture, TDS.
2. Chemical fertilizer nutrient, Class A.
3. Topsoil. The following percentages of furnished and salvaged topsoil are estimated for this project and provided for informational purposes only.

Topsoil Furnished: 100 percent

Topsoil Salvaged: 0 percent

4. Mulching materials.

c. Construction. Ensure construction methods are in accordance with subsection 816.03 of the Standard Specifications for Construction. Begin this work as soon as possible after final grading of the areas shown on the plans for slope restoration but no later than the time limitations in accordance with subsection 208.03.B of the Standard Specifications for Construction. It may be necessary, as directed by the Engineer, to place materials by hand.

Shape, compact, and ensure all areas to be seeded are weed-free prior to placing topsoil. Place topsoil to the minimum depth of 4 inches and in accordance with the plans and standard specifications to meet proposed finished grade. If the area being restored requires more than the minimum depth of topsoil to meet finished grade, fill this additional depth using topsoil or, at the Contractor's option, embankment. Furnishing and placing this additional material is included in this item of work for slope restoration.

Ensure topsoil is weed and weed seed free and friable prior to placing seed. Remove any stones greater than 1/2-inch in diameter or other debris. Apply seed mixture and fertilizer to prepared soil surface at the specified rates. Incorporate seed into top 1/2-inch of topsoil.

Spread mulch at a rate of two tons per acre. If the Engineer allows dormant seeding spread mulch at a rate of 3 tons per acre. Place mulch anchoring over the mulch at a rate in accordance with subsection 816.03.F of the Standard Specifications for Construction. Place mulch blanket and high-velocity mulch blanket in accordance with subsection 816.03.G of the Standard Specifications for Construction and Standard Plan R-100 Series.

If an area washes out after this work has been properly completed and approved by the Engineer, make the required corrections to prevent future washouts and replace the topsoil, fertilizer, seed, and mulch treatment. This replacement will be paid for as additional work using the applicable pay items.

If an area washes out for reasons attributable to the Contractor's activity or failure to take proper precautions, replacement will be at no cost to the contract.

The Engineer will inspect the seeded turf to ensure it is well-established, in a vigorous growing condition, contains the species called for in the seeding mixture and acceptance is in accordance with subsection 816.03.K of the Standard Specifications for Construction.

If the seeded turf is not well-established at the end of the first growing season, the Contractor must reseed as detailed herein until the turf is well established and approved by the Engineer at no cost to the contract.

Provide weed control, if weeds are determined by the Engineer to cover more than 10 percent of the total area of slope restoration, in accordance with subsection 816.03.I of the Standard Specifications for Construction. Weed control will be at no additional cost to the contract.

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

Pay Item	Pay Unit
Slope Restoration, Non-Freeway, Type C	Square Yard

1. Place **Slope Restoration, Non-Freeway, Type C** in areas that have a 1 on 2 slope, any ditch with a grade of 1.5 percent to 3 percent as shown on the plans, or as directed by the Engineer. **Slope Restoration, Non-Freeway, Type C** will be measured by area in square yards in place. **Slope Restoration, Non-Freeway, Type C** includes installing Topsoil Surface; Fertilizer, Chemical Nutrient; seeding mixture; and Mulch Blanket, High Velocity.

NOTICE TO BIDDERS UTILITY COORDINATION

GLD:CSY
7-27-2026

1 of 2

CS 05012
JN: US-31 Bennett Rd Slope Failure

The information provided is what is known at the time of writing and is for information purposes only. It is known that there are utilities within the limits of this project

The Contractor will use extreme caution when excavating or working near utility mains, service lines, and/or manholes. The Contractor is encouraged to communicate early with all utility companies prior to the beginning of any scheduled work.

AT&T – Telecom

AT&T had an active buried fiberoptic line on the west side of US-31. This line was damaged by the slope failure. The line has been reestablished on the east side of US-31 near the right of way line at a depth of approximately 10ft. This line crosses to the east south just of Bennett Rd and crossing back to the west just north of the northerly guardrail ending. **No conflicts with this line are expected.**

Contact Information:

Jeff Collard
514 E. Mitchell St, Petoskey Michigan 49770
Cell: (586) 764-8260
Email: jc7632@att.com

Charter Communication – Telecom

Charter Communications has a buried fiber optic line on the east side of US-31 between the edge of pavement and the right of way line. Exact offset and depth are unknown. **No conflicts with this line are expected.**

Contact Information:

Drew Marsh
1392 Trade Centre Drive, Traverse City, Michigan 49696
Cell: (231) 932-8135

Frontier Communications/Verizon – Telecom

Frontier/Verizon has a copper telecommunication line buried below the west paved shoulder of US-31 at an unknown depth. Per correspondence with Frontier/Verizon this line is not currently being used and does not need to be protected. If the line is damaged, however, they would like to know for their records, this notification can be done by contacting Chris Young (231-340-6791 or youngc24@michigan.gov) **No conflicts with this line are expected.**

Contact Information:

John Kuziel
223 Lockwood St, Alpena, MI 49707
Cell: 989-657-6659
Email: john.kuziel@FTR.com

Great Lakes Energy/Truestream – Electric/ Telecom

Great Lakes Energy/Truestream has active primary and fiberoptic communication lines that cross US-31 at Bennett Rd. **No conflicts with these lines are expected.**

Contact Information:

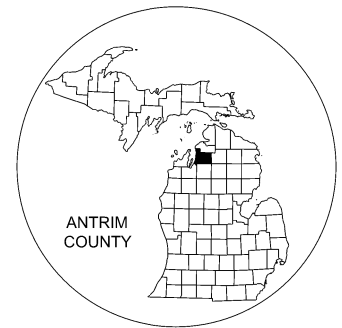
Johnathon F. Wilson
1323 Boyne Avenue, Boyne City, MI 49712
Phone: 231-487-1370
Email: jfwilson@gleenergy.com

MICHIGAN DEPARTMENT OF TRANSPORTATION

ROUTE: US-31 BANKS TOWNSHIP ANTRIM COUNTY



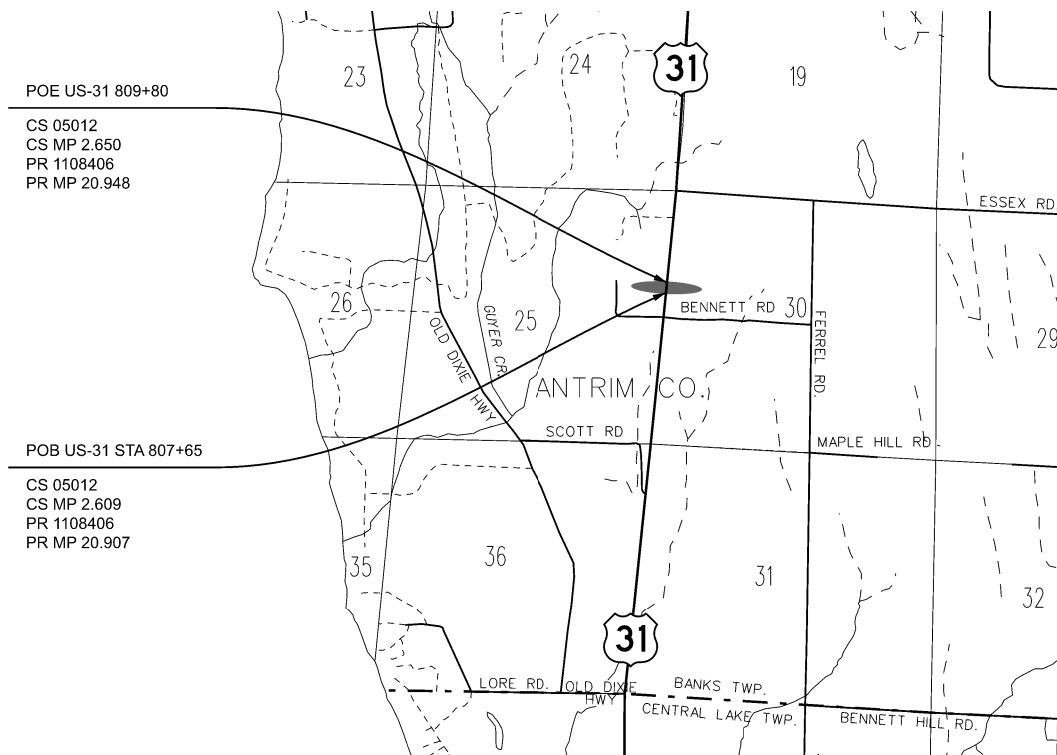
<u>SECTION</u>	<u>CONTROL SEC</u>	<u>JOB NO.</u>	<u>FED AID PROJ</u>
1	05012	N/A	NO



COUNTY KEY

TRAFFIC DATA					SPEED DATA		LIMITS
ROAD	YEAR	ADT	DHV	COMM	DESIGN	POSTED	
US-31	2025	5,429		287	60	55	NORTH OF BENNETT RD TO SOUTH OF ESSEX RD

THESE PLANS REPRESENT TECHNICAL CONTENT. IF YOU REQUIRE ASSISTANCE ACCESSING THIS INFORMATION OR REQUIRE IT IN AN ALTERNATIVE FORMAT, CONTACT THE MICHIGAN DEPARTMENT OF TRANSPORTATION AMERICANS WITH DISABILITIES ACT (ADA) COORDINATOR AT WWW.MICHIGAN.GOV/MDOT-ADA



THE IMPROVEMENTS COVERED BY THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE MICHIGAN DEPARTMENT OF TRANSPORTATION 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION. PHYSICAL ROAD NUMBER (PR#) & MILEPOST (MP) DATA ARE FROM MICHIGAN GEOGRAPHIC FRAMEWORK VERSION # 25.

MILES: 0.041
CONTRACT FOR:
SLOPE STABILIZATION

BRADLEY C. WIEFERICH, P.E. - DIRECTOR



NO SCALE

DESIGN UNIT: BELT

CS: 05012

JN:

TSC: GAYLORD

TITLE

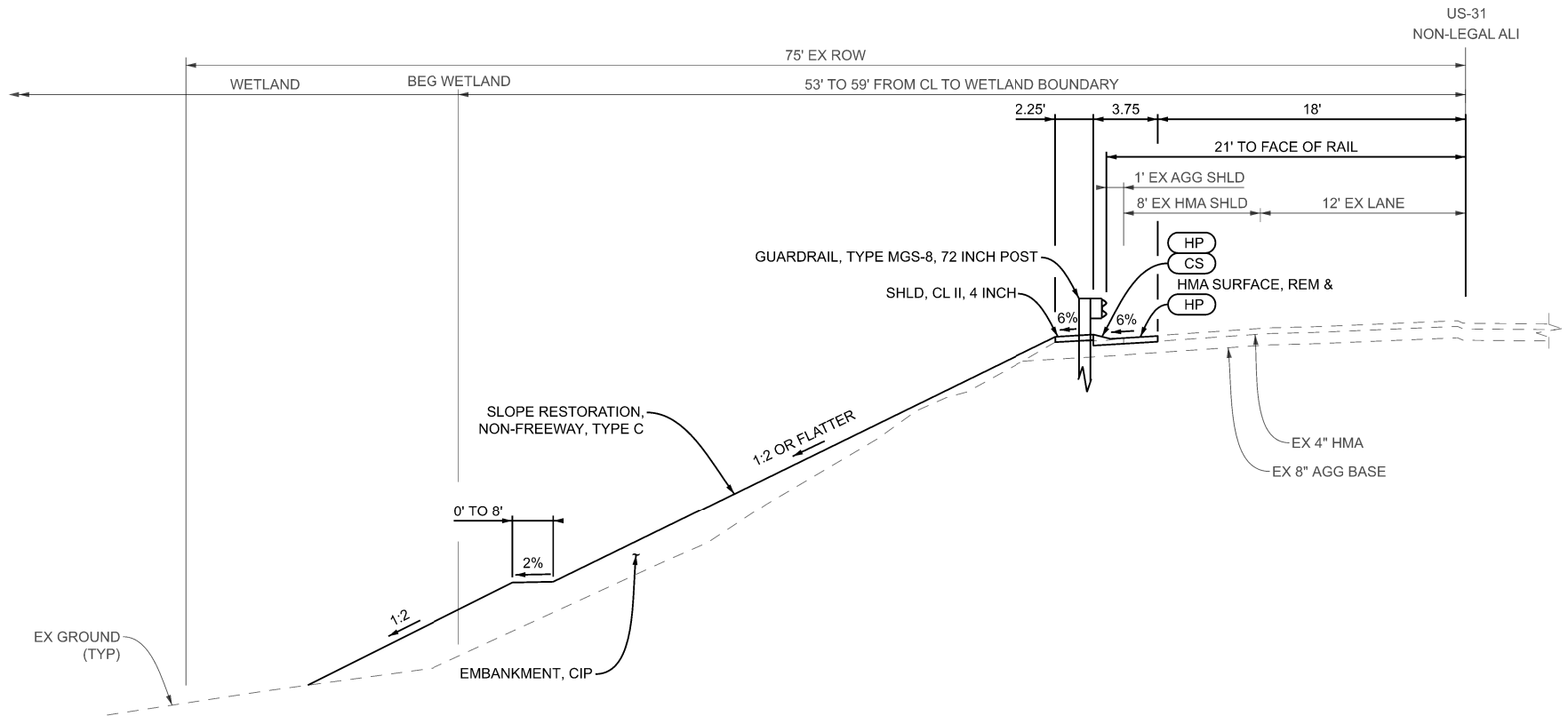
DATE: 8/6/26

DRAWING SHEET

US31
TITLE
001

SECT 1

FILE:



PROPOSED TYPICAL SECTION

SECTION APPLIES TO:
POB STA 807+65 TO STA 808+15
STA 809+55 TO POE STA 809+80

HMA APPLICATION ESTIMATE

IDENT NO.	ITEM	RATE LBS PER SYD	PERFORMANCE GRADE	REMARKS
HP	HAND PATCHING	440	58-28	HMA, 4EL; MAX LIFT 220 LBS/SYD
CS	CURB SLP, HMA	VARIES	58-28	HMA, 4EL; MAX LIFT 220 LBS/SYD
SW	HMA SPILLWAY	440	58-28	HMA, 4EL; MAX LIFT 220 LBS/SYD
	* BOND COAT	0.05-0.15 GAL		

* FOR INFORMATION ONLY



NO SCALE

DATE: 8/21/26

DESIGN UNIT: RADULSKI

TSC: GAYLORD

CS: 05012

JN:

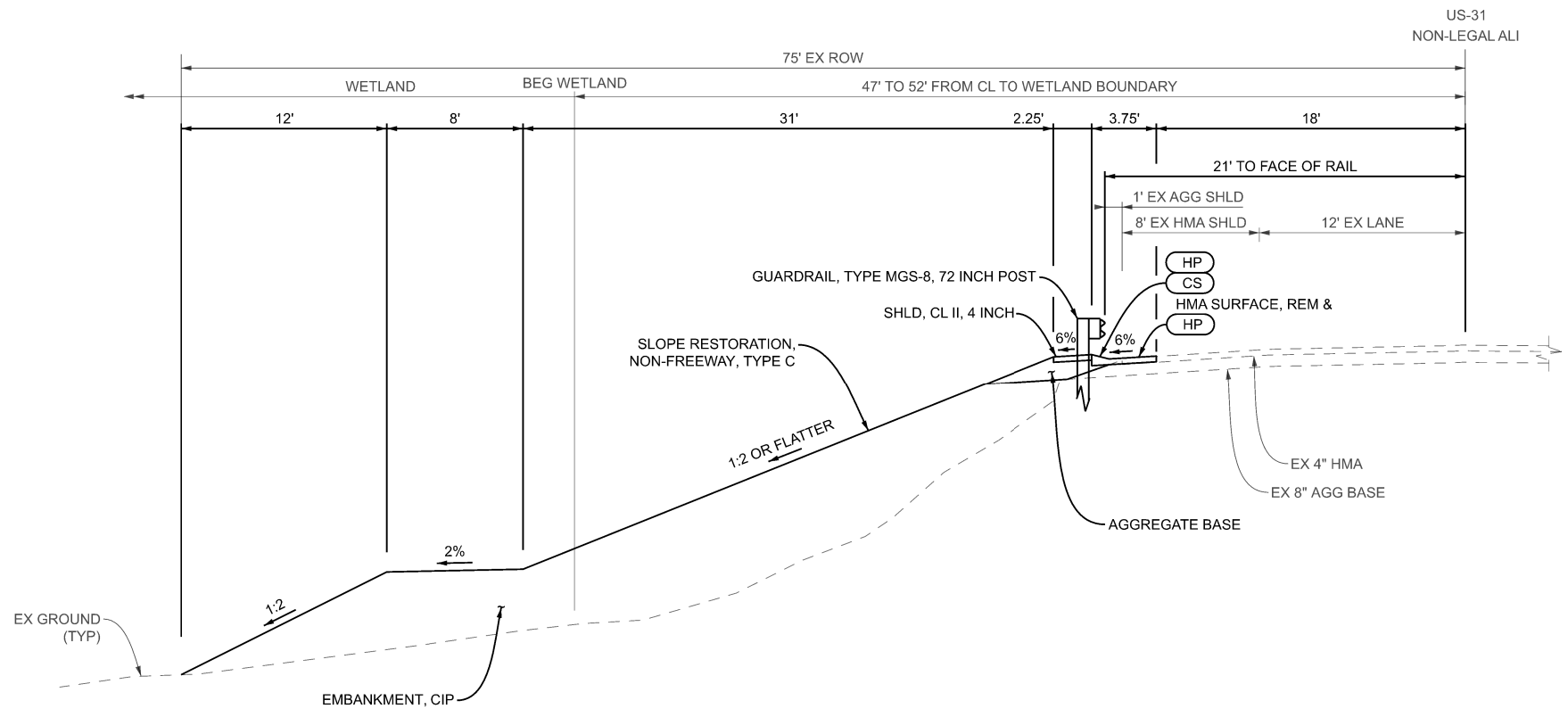
TYPICAL SECTION

DRAWING SHEET

US31
TYP
001

SECT 1

FILE:



PROPOSED TYPICAL SECTION

SECTION APPLIES TO:
STA 808+15 TO STA 809+55



NO SCALE

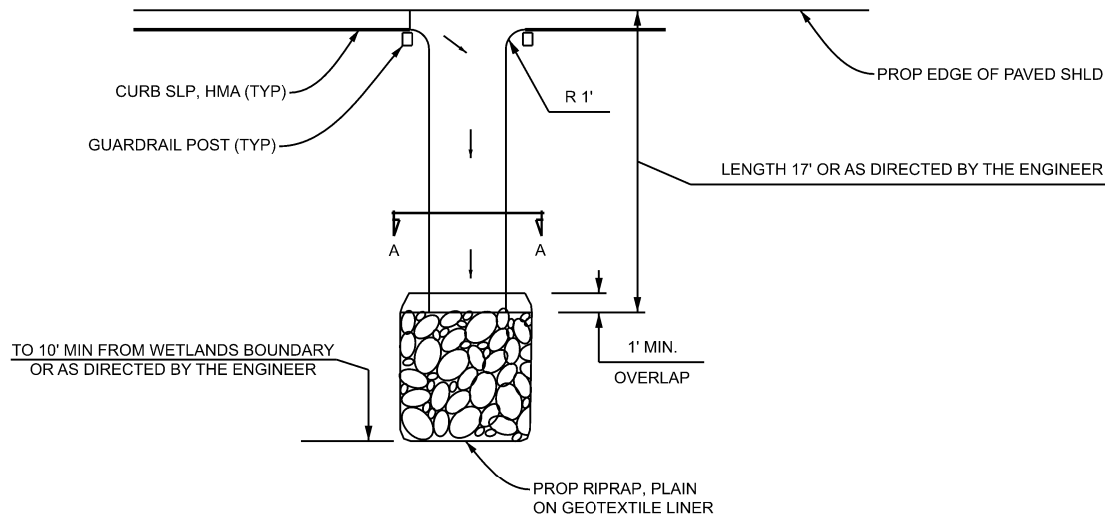
DATE: 8/21/26
DESIGN UNIT: RADULSKI
TSC: GAYLORD

CS: 05012
JN:

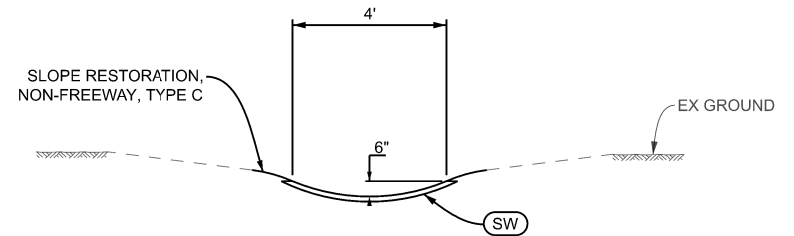
TYPICAL SECTION

DRAWING SHEET
US31
TYP
002
SECT 1

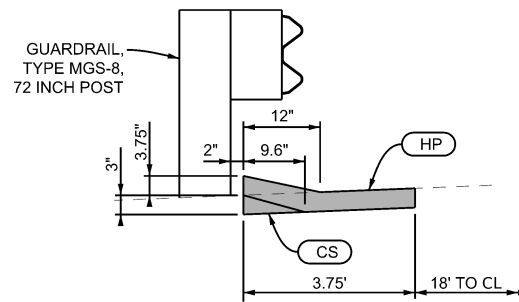
FILE:



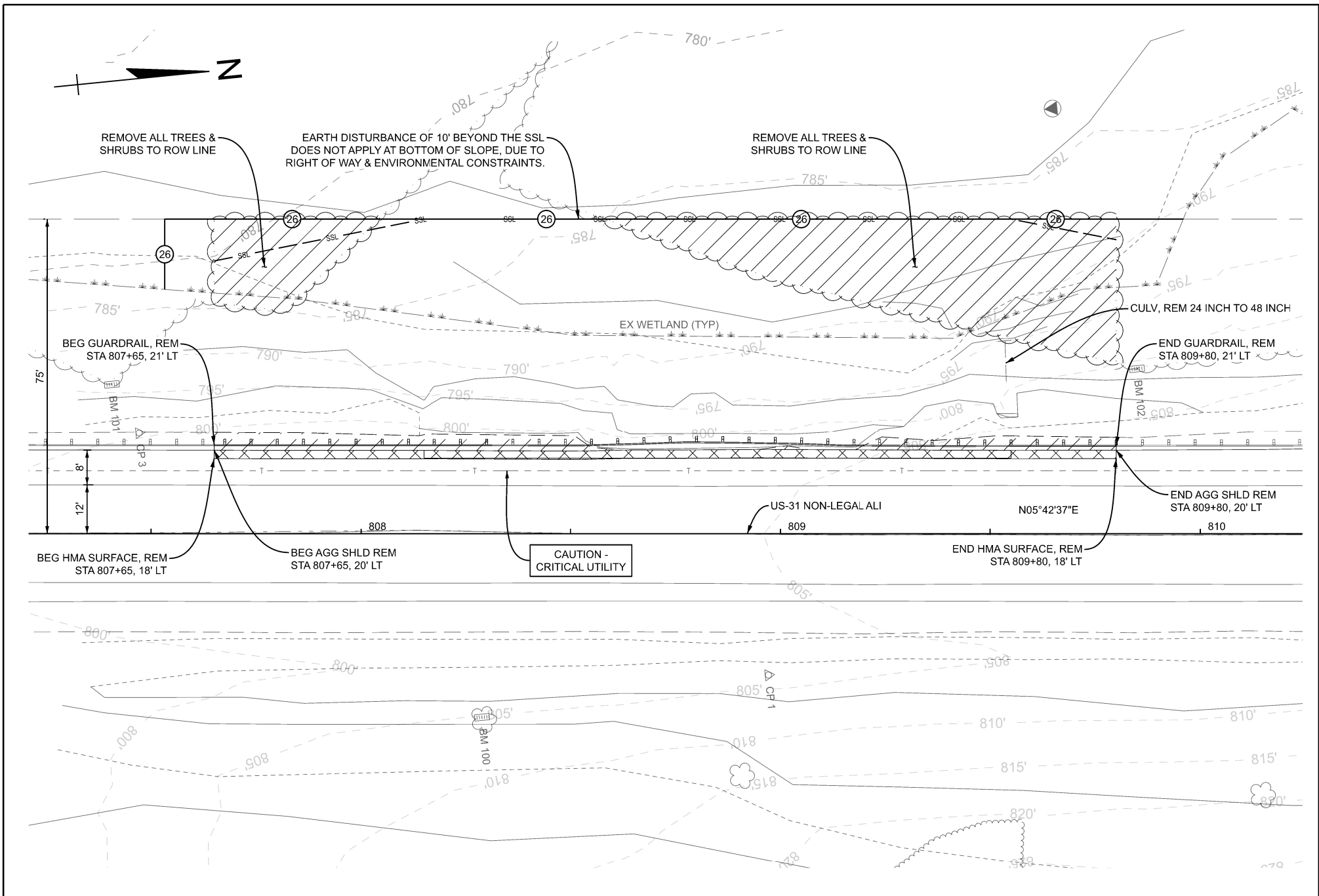
HMA SPILLWAY DETAIL



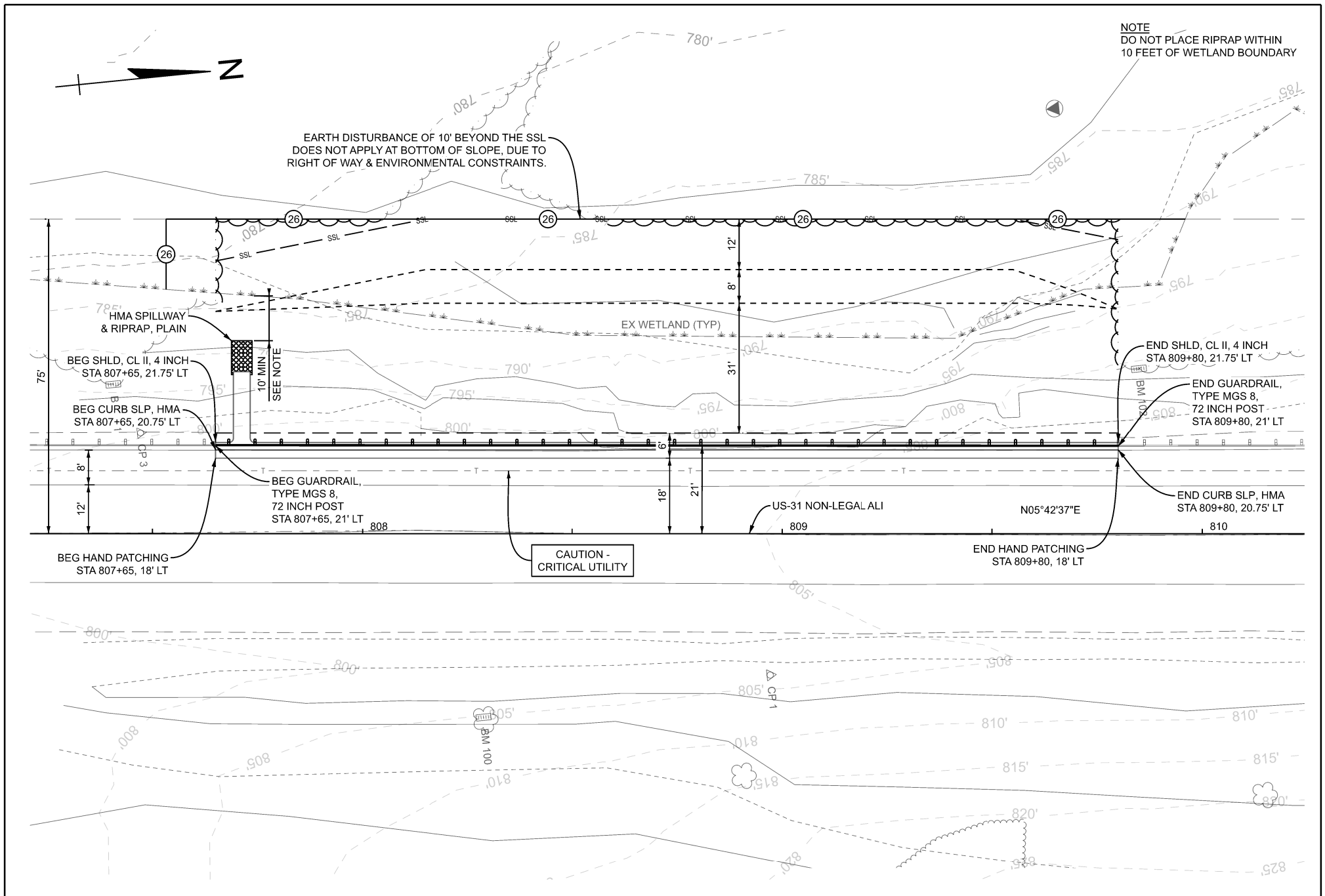
SECTION A - A



CURB SLP, HMA
DETAIL



 Michigan Department of Transportation FILE:	NO SCALE	DATE: 8/21/26 DESIGN UNIT: RADULSKI TSC: GAYLORD	CS: 05012 JN:	REMOVAL PLAN	DRAWING US31 REM	SHEET SECT 1



 Michigan Department of Transportation FILE:	 0 30 HORZ. (FT)	DATE: 8/19/26 DESIGN UNIT: RADULSKI TSC: GAYLORD	CS: 05012 JN:	CONSTRUCTION PLAN	DRAWING SHEET US31 CON SECT 1