

Road Commission of St. Joseph County

Invitation to Bid: 2026 Additional Paving Projects

Sealed bids will be publicly opened at 10:00 AM, EST on Tuesday, May 5th, 2026, by the St. Joseph County Road Commission, at 20914 M-86, Centreville, Michigan 49032 for the furnishing of the above materials, services, equipment, work and/or supplies in accordance with the terms, conditions and specifications as stated herein and hereto attached.

1. The Road Commission reserves the right to accept any and all alternate proposals, bids or quotes and to award the contract to other than the lowest Contractor, waive any irregularities or informalities or both, to reject any and all bids, quotes and proposals, and in general to make the award of the contract in any manner deemed by the Respective Board, at its sole discretion, to be in the Road Commission's best interest.
2. The bid must be delivered in person or sent by mail to the St. Joseph County Road Commission, 20914 M-86, Centreville, Michigan 49032. **It shall be in a sealed envelope marked with the name and address of the vendor on the outside of the envelope. 2026 Additional Paving Projects should also be highlighted on the outside of the envelope. In addition, if the bid is to be express mailed, "Bid Documents Enclosed" must be conspicuously marked on the package.** Facsimile and/or e-mail transmitted bids will **not** be accepted.
3. **The bidder shall assume full responsibility for delivery of bids prior to the appointed hour and shall assume the risk of late delivery or non-delivery regardless of the manner employed for the transmission thereof.** Bids shall be accepted by the Road Commission at any time during the normal course of business only, said hours being 6:00 am to 4:00 pm, Monday through Thursday, legal holidays excepted. A contractor may withdraw their bid response by written request at any time prior to the scheduled bid opening. Any bid received after the scheduled opening time will not be accepted and will be returned unopened. No bid may be withdrawn, changed, or modified in any way for a period of sixty (60) calendar days from the date of the bid opening.
4. IT IS UNDERSTOOD THAT THE BOARD OF ST. JOSEPH COUNTY ROAD COMMISSIONERS IS A GOVERNMENTAL UNIT AND AS SUCH IS EXEMPT FROM THE PAYMENT OF ALL STATE AND FEDERAL TAXES APPLYING ON THE ABOVE MENTIONED ITEM AND ALL PRICES QUOTED SHALL NOT INCLUDE ANY SUCH TAX.
5. The total price quoted by the Bidder must be the total cost delivered to the location(s). All goods are to be shipped F.O.B. Shipments sent C.O.D. without the Road Commission's consent will not be accepted and will, at the Contractor's risk and expense, be returned. Unauthorized shipments are subject to rejection and returned at the Contractor's expense.
6. The bidder by execution of the bid thereby declares that the bid is made without collusion with any other person, firm or corporation making any other bid, or who otherwise would make a bid, and agrees to furnish all bid items in strict accordance with all Federal Regulatory Measures.
7. All bids must be submitted on the Road Commission's form of bid blank. The bid shall be legibly prepared in ink or typewriter. Erasures or alterations must be initialed by the bidder. Submission of a bid will be construed as a conclusive presumption that the vendor is thoroughly familiar with the Bid Proposal and Specifications and that vendor understands and agrees to abide by each and all of the stipulations and requirements contained therein.

8. In the specifications, whenever an article or material is defined by brand name, the name and catalog number of a particular manufacturer, vendor or a limited description, the term "OR APPROVED EQUAL" is written. Any reference to a particular manufacturer's product either by brand name or limited description is only for purposes of setting a standard of performance, quality, composition, construction or size.
9. The Road Commission Board may award bids in whole or parts thereof, reserves the right to reject any and all bids, waive irregularities in any bid and award the bid in any manner which best fits our needs and appears to be in the best interest of the Road Commission; the right to waive irregularities in any bid, and the right to reject bids at the time the bids are evaluated. Best interest will be based on Total Cost of Ownership principles. TCO identifies all elements impacting the life cycle value of the proposed commitment.
10. The Road Commission of St. Joseph County reserves the right to terminate the contract without penalty upon thirty (30) days written notice, due to poor performance or for reasons deemed to be in its best interest. The Road Commission of St. Joseph County reserves the right to re-award the contract to the second most qualified vendor, re-propose, re-quote or re-bid the contract or do whatever is deemed to be in its best interest.
11. Contractors aggrieved by an award of any resulting contract may file a written notice of protest with the Road Commission within seven (7) calendar days of the award by the Board of County Road Commissioners.
12. When applicable, due to MIOSHA regulations, contractor must furnish material safety data sheets for their products.
13. Contractors are encouraged to submit complete and comprehensive data and descriptive literature covering the items proposed to be furnished. Vendors submitting alternate bids must provide this along with specifications documenting product is equal to or surpasses the specified bid item. Alternate bids submitted without the above documentation will be considered nonresponsive and rejected.
14. Prior to furnishing the requested products and services, it shall be the responsibility of the awarded contractor to obtain all licenses and permits required to complete this contractual service, at no cost to either Road Commission. These licenses and permits shall be readily available for review by the Administration.
15. All applicable Federal and State laws and rules and regulation over the project shall apply to the project contract throughout and will be deemed to be included in the contract herein written out in full.
16. The Road Commission of St. Joseph County adheres to Title VI related requirements as outlined in USDOT Regulation 49 CFR-Part 26, Appendix A of MDOT Bidding Specifications. The Road Commission of St. Joseph Counties is an Equal Opportunity Agency.
17. The Road Commission of St. Joseph County will not pay fuel surcharges.
18. All documents and correspondence submitted to the Road Commission becomes the property of the Road Commission and is subject to disclosure under the "Freedom of Information Act". This Act provides for the complete disclosure of contract and attachments.

St. Joseph County Road Commission

BID FOR 2026 Additional Paving Projects

The undersigned herein submitted this bid and agrees to enter into an agreement with the Road Commission of St. Joseph County in accordance with the bid documents. In submitting this complete and signed bid, it is understood that the right is reserved by the Road Commission to reject any or all bids and to make such award that is in the best interest the Road Commission.

PROJECT DESCRIPTION:

Pulver Road

2" HMA Top Course with 3' CL II shoulders, traffic control, and permanent pavement markings on Pulver Road from Johnson Road to M-216 for 1.86 Miles.

S. River Road

2" HMA Top Course with 3' CL II shoulders, traffic control, and permanent pavement markings on S. River Road from Holtom Road to Covered Bridge Road for 2.03 Miles.

Halfway Road

2" HMA Top Course with 3' CL II shoulders, traffic control, and permanent pavement markings on Halfway Road from Village of Burr Oak Limits to Fawn River Road for 3.51 miles.

Attached is the following for the Bidders Information

- 1.) Bid Schedule
- 2.) Title Sheet
- 3.) Special Provision for Acceptance of Hot Mix Asphalt Mixture
- 4.) Progress Clause
- 5.) Special Provision for Maintaining Traffic
- 6.) Detail for Lane Closure
- 7.) Log of Project
- 8.) HMA Application Estimate

Subject to Subsection 102.17 of the 2020 Standard Specifications for Construction, the bidder agrees to pay to the St. Joseph County Road Commission the bid guaranty sum of 10% of the total bid amount if the bidder fails to provide the required materials and/ or execute the contract in accordance with Subsection 102.15 of the 2020 Standard Specifications for Construction.

INDEMNIFICATION

SJCRC will not be responsible for injury to contractor's employees, sub-contractors, or to third parties caused by the contractor's agents, servants or employees. Therefore, the contractor agrees to incorporate the below hold harmless agreement into the required insurance and to be evidenced by being contained in the certificate of insurance. Further, the below listed indemnification is incorporated and is part of the subject contract.

"The contractor agrees to protect, defend, indemnify and hold the SJCRC and its commissioners, officers, employees and agents free and harmless from and against any and losses, penalties, damages, settlements, costs, charges, professional fees, or other expenses or liabilities of every kind and character arising out of or relating to any and all claims, legal fees, liens, demands, court costs, obligation, actions, proceedings or causes of action of every kind and character in connection with or arising directly or indirectly out of this agreement and/or the performance hereof. Without limiting the generality of the foregoing, any and all such claims, etc. relating to personal injury, death, damage to property, defects in materials or workmanship, or any actual or alleged violation of any applicable statute, ordinance, administrative order, rule or regulation, or decree of any court, shall be included in the indemnity hereunder".

"The contractor further agrees to investigate, handle, respond to, provide defense for and defend any such claims, etc. at his sole expense and agrees to bear all other costs and expenses related hereto, even if it (claims, etc.) is groundless, false or fraudulent. In any case in which this indemnification would violate legal prohibition, the foregoing provision concerning indemnification shall not be construed to indemnify the SJCRC for damage arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the SJCRC, its commissioners, officers, employees or agents".

INSURANCE

If awarded the bid, Bidder agrees to procure and maintain the following insurance coverage, naming the St. Joseph County Road Commission as **“Additional Insured”**, and furnish a proof of the Certificate of Insurance to the SJCRC:

- A. Comprehensive General Liability including \$1,000,000 per occurrence and
\$2,000,000 aggregate
 - 1. Products and completed operations
 - 2. Broad form property damage
 - 3. Premises operations
 - 4. Broad form contractual
 - 5. Personal injury

- B. Workers’ Compensation Employers Liability Statutory Coverage and Employer’s Liability Limits of: \$500,000/\$500,000/\$500,000

- C. Automobile liability including hired and leased vehicles owned and non-owned autos \$1,000,000 CSL or \$500,000 per person
\$1,000,000 per accident \$500,000
Property damage

Personal Injury Protection – Statutory Limits and Property Protection Insurance - \$1,000,000 Limit. Certificate shall provide for thirty (30) days notice to the Road Commission prior to cancellation.

2026 Additional Paving Projects
Pulver Road from Johnson Road to M-216 (1.86 Miles Overlay)
S. River Road from Holtom to Covered Bridge Road (2.03 Miles Overlay)
Halfway Road from Burr Oak Village Limits to Fawn River Road (3.51 Miles Overlay)

St. Joseph County Road Commission

BID SCHEDULE

NO.	ITEM	UNIT	QTY.	UNIT PRICE	EXTENSION
1.00	Mobilization, Max. 10%	LS	1.00	_____	_____
2.00	Project Cleanup	LS	1.00	_____	_____
3.00	Minor Traf Devices	LS	1.00	_____	_____
4.00	Traf Regulator Control	LS	1.00	_____	_____
7.00	HMA, 4EL	Ton	10,610	_____	_____
8.00	Sign, Type B, Temp, Prismatic, Furn	Sft	960	_____	_____
9.00	Sign, Type B, Temp, Prismatic, Oper	Sft	960	_____	_____
10.00	Shld, CL II	Ton	4,341	_____	_____
11.00	Pavt Mrkg, Waterborne, 4 inch, Yellow	Ft	29,122	_____	_____
12.00	Lighted Arrow, Type B, Furn	Ea	6	_____	_____
13.00	Lighted Arrow, Type B, Oper	Ea	6	_____	_____

2026 Additional Paving Projects

Pulver Road from Johnson Road to M-216 (1.86 Miles Overlay)
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 Halfway Road from Burr Oak Village Limits to Fawn River Road (3.51 Miles Overlay)

St. Joseph County Road Commission

BID SCHEDULE

NO.	ITEM	UNIT	QTY.	UNIT PRICE	EXTENSION
14.00	Pavt Mrkg, Wet Reflective, Type NR, Tape, 4 inch, Yellow, Temp	Ft	1,735	_____	_____
15.00	Pavt for Butt Joints, Rem	Syd	1,500	_____	_____
17.00	HMA Approach	Ton	220	_____	_____
Total				_____	_____
Name of Bidder				_____	_____
Is 10% Bid Guaranty Attached to Bid Schedule				_____	_____

ST. JOSEPH COUNTY ROAD COMMISSION

2026 Countywide Additional Paving Projects

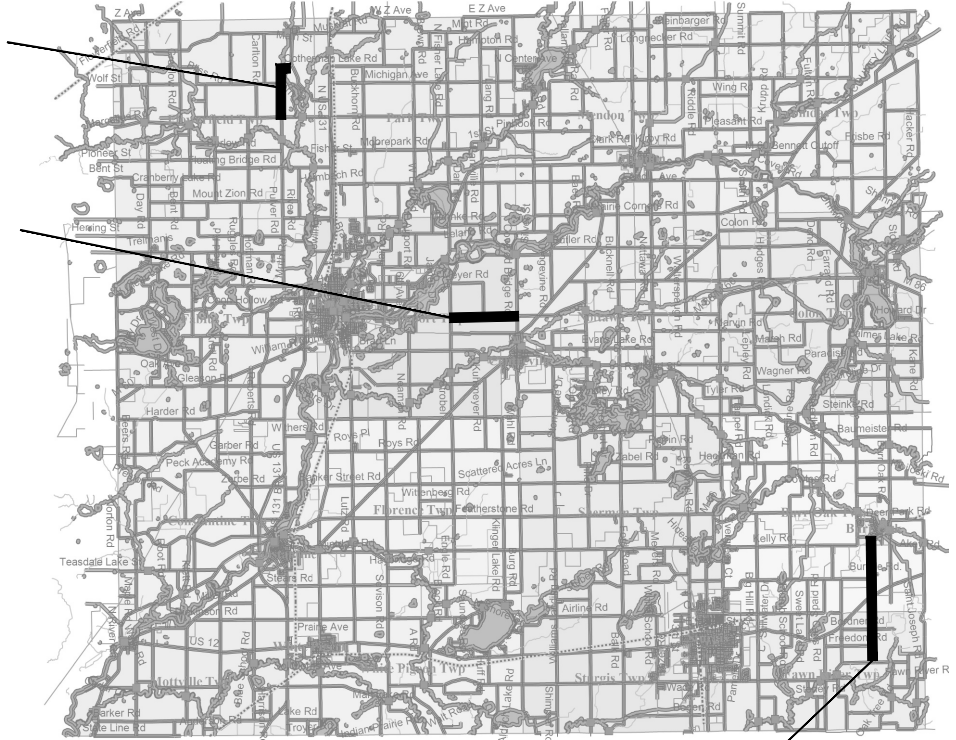


Pulver Road

2" HMA Top Course with 3' CL II shoulders, pavement markings and traffic control on Pulver Road from Johnson Road to M-216 for 1.86 Miles

South River Road

2" HMA Top Course with 3' CL II shoulders, pavement markings and traffic control on South River Road from Covered Bridge Road to Holtom Road for 2.03 Miles



Halfway Road

2" HMA Top Course with 3' CL II shoulders, pavement markings and traffic control on Halfway Road Fawn River to Burr Oak Village Limits 3.51 Miles

ST. JOSEPH COUNTY ROAD COMMISSION
20914 M-86
CENTREVILLE, MI 49032

PREPARED UNDER SUPERVISION OF:

Kevin Stack, PE
Eng No: 6201063844

DATE
Exp: 05/30/26

EXCEPT WHERE OTHERWISE INDICATED ON THESE PLANS OR IN THE PROPOSAL AND SUPPLEMENTAL SPECIFICATIONS CONTAINED HEREIN, ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE M.D.O.T. STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2020 EDITION.

FOR PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CALL (800) 482-7171 OR 811 A MINIMUM OF THREE (3) WORKING DAYS (EXCLUDING WEEKENDS AND HOLIDAYS) PRIOR TO EACH EXCAVATION IN THE VICINITY OF UTILITY LINES. ALL "MISS DIG" PARTICIPATING MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY NOT BE PART OF THE "MISS DIG" ALERT SYSTEM.

DESIGNED IN ACCORDANCE WITH PM GUIDELINES AS DETAILED IN THE GEOMETRIC DESIGN GUIDELINES FOR FEDERAL/STATE FUNDED LOCAL AGENCY PROJECTS. DATED 2017. THE CONTRACTOR SHALL PRESERVE ALL GOVERNMENT PROPERTY CORNERS.

ST. JOSEPH COUNTY ROAD COMMISSION

St. Joseph County Road Commission

SPECIAL PROVISION
FOR
ACCEPTANCE OF HOT MIX ASPHALT MIXTURE

SJCRC:GM

1 of 7

3-23-18

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	# 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 Pre-Construction 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 Pre-Construction 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.

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 Quality Assurance 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 D 5444*) 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 pre-construction 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 Contractor's 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 & Range 1	20%
	Range 1 & Range 2	35%
	Range 2 & Range 2	50%
Three	Range 1, Range 1 & Range 1	20%
	Range 1, Range 1 & Range 2	35%
	Range 1, Range 2 & Range 2	50%
	Range 2, Range 2 & 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: _____

ST JOSEPH COUNTY ROAD COMMISSION

PROGRESS CLAUSE

SJCRC:KAS

1 OF 1

The Owner anticipates that construction can begin no earlier than 10 calendar days after award.

In no case shall any work be commenced prior to receipt of formal notice of award by the Department.

The Contractor shall prepare and submit a complete, detailed, and signed MDOT Form 1130.

The Progress Schedule shall include, at minimum, the controlling work items for the completion of the project, as well as the planned dates or work days 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. If the bidding Proposal specifies other controlling dates, these shall also be included in the Progress Schedule.

The Project shall be completed in its entirety including final site restoration and clean-up on or before **October 17, 2026**.

Once the project has been started at a location, the contractor will have 30 days to complete all work at that location, except for pavement markings.

After award and prior to the start of work, the Contractor must attend a preconstruction meeting with the Engineer. The Engineer will determine the day, time and place for the preconstruction meeting. 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 Standard Specifications for Construction.

**ST JOSEPH COUNTY ROAD COMMISSION
SPECIAL PROVISION FOR
MAINTAINING TRAFFIC AND PAVEMENT MARKINGS**

SJCRC:KAS

1 OF 1

April 20, 2026

DESCRIPTION

The proposed project, 2026 Additional Paving Project is to remain open to through traffic during construction. The traffic maintenance shall be in accordance with Sections 104.07, 104.11, 812 and 922 of the Michigan Department of Transportation's 2020 Standard Specifications For Construction, the MDOT Maintaining Traffic Typicals, and in accordance with the 2011 Michigan Manual of Uniform Traffic Control Devices, as amended, as stated in the plans and as herein specified. Local traffic shall be maintained at all times and property owners and emergency vehicles shall be assured of access to their property.

No Work may be performed on

May 21 at 6:00 PM to May 26 at 6:00 AM in observation of Memorial Day
July 1 at 6:00 PM to July 6 at 6:00 AM in observation of Independence Day
September 3 at 6:00 PM to September 8 at 6:00 AM in observation of Labor Day
Or any other federally observed holiday

CONSTRUCTION INFLUENCE AREA

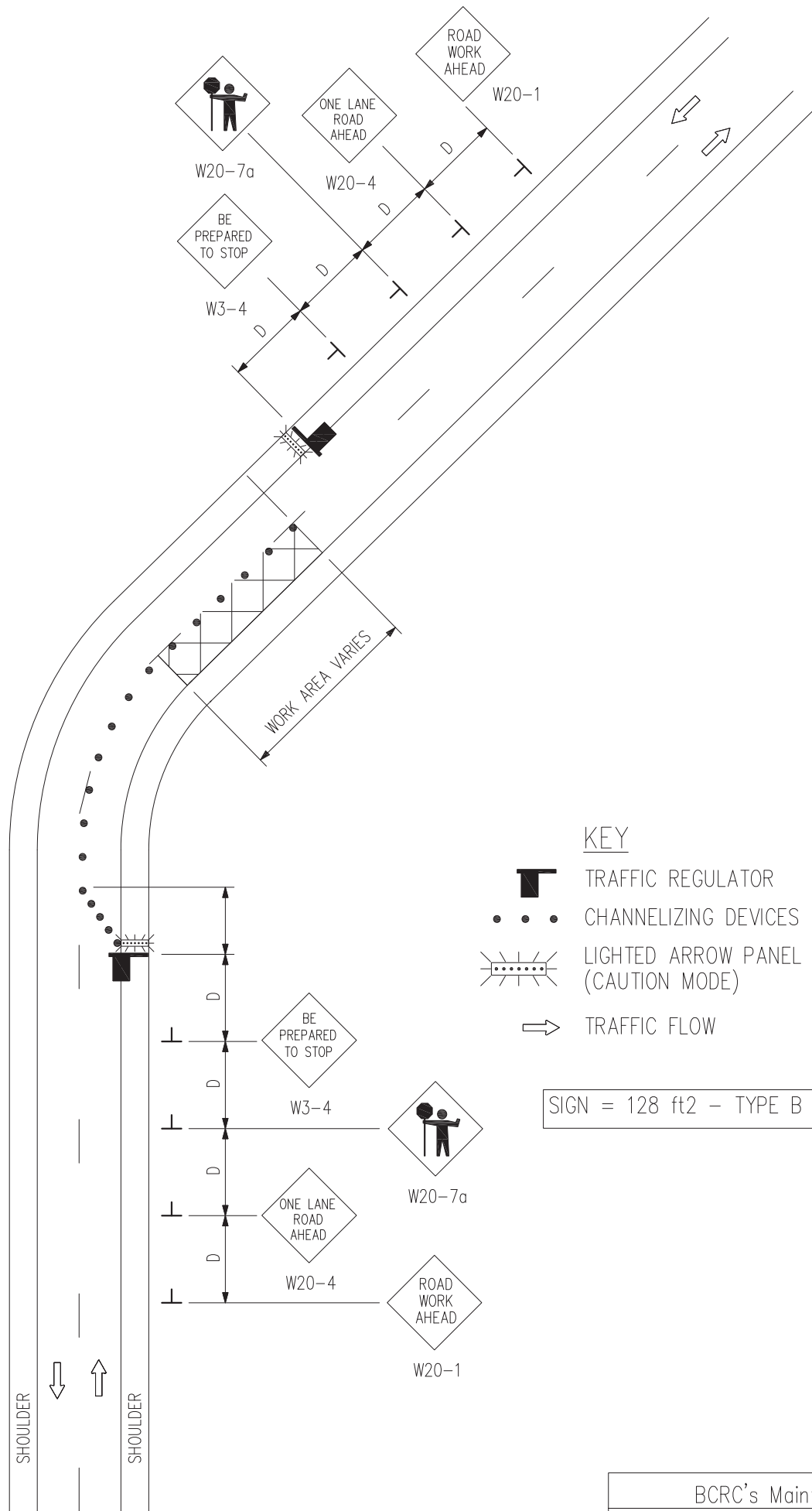
The Construction Influence Area (CIA) shall consist of the width of the project right-of-way from 2500 feet before the project P.O.B. to 2500 feet beyond the project P.O.E. and 500 feet in all directions along all cross roads.

TRAFFIC CONTROL DEVICES



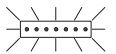

All signs, barricades, warning lights, and other traffic control devices shall be in accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) 2011, as amended.

MEASUREMENT AND PAYMENT

Payment for maintaining traffic shall be in accordance with subsection 812.04 of the Standard Specifications for Construction unless otherwise noted. The completed work will be paid for at the contract unit price for the following contract pay items and includes all material, equipment and labor to complete these items.



KEY

-  TRAFFIC REGULATOR
-  CHANNELIZING DEVICES
-  LIGHTED ARROW PANEL (CAUTION MODE)
-  TRAFFIC FLOW

SIGN = 128 ft² - TYPE B

NOTES

1. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES AND LENGTH OF LONGITUDINAL BUFFERS
SEE M0020 FOR "D" VALUES.
2. ALL NON-APPLICABLE SIGNING WITHIN THE CIA SHALL BE MODIFIED TO FIT CONDITIONS, COVERED OR REMOVED.
3. DISTANCES BETWEEN SIGNS, THE VALUES FOR WHICH ARE SHOWN IN TABLE D, ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. THE MAXIMUM RECOMMENDED DISTANCE(S) BETWEEN CHANNELIZING DEVICES IN THE TAPER AREA(S) SHOULD BE 15 FEET AND SHOULD BE EQUAL IN FEET TO TWICE THE POSTED SPEED IN MILES PER HOUR IN THE PARALLEL AREA(S).
5. WHEN CALLED FOR IN THE FHWA ACCEPTANCE LETTER FOR THE SIGN SYSTEM SELECTED, THE TYPE A WARNING FLASHER, SHOWN ON THE WARNING SIGNS, SHALL BE POSITIONED ON THE SIDE OF THE SIGN NEAREST THE ROADWAY.
6. ALL TEMPORARY SIGNS, TYPE III BARRICADES, THEIR SUPPORT SYSTEMS AND LIGHTING REQUIREMENTS SHALL MEET NCHRP 350 CRASHWORTHLY REQUIREMENTS STIPULATED IN THE CURRENT EDITION OF THE MICHIGAN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE STANDARD PLANS AND APPLICABLE SPECIAL PROVISIONS.
ONLY DESIGNS AND MATERIALS APPROVED BY MDOT WILL BE ALLOWED.
7. ALL TRAFFIC REGULATORS SHALL BE PROPERLY TRAINED AND SUPERVISED.
8. IN ANY OPERATION INVOLVING MORE THAN ONE TRAFFIC REGULATOR, ONE PERSON SHOULD BE DESIGNATED AS HEAD TRAFFIC REGULATOR.
9. ALL TRAFFIC REGULATORS' CONDUCT, THEIR EQUIPMENT, AND TRAFFIC REGULATING PROCEDURES SHALL CONFORM TO THE CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CURRENT EDITION OF THE MDOT HANDBOOK ENTITLED "TRAFFIC REGULATORS INSTRUCTION MANUAL."
10. THE MAXIMUM DISTANCE BETWEEN THE TRAFFIC REGULATORS SHALL BE NO MORE THAN 2 MILES IN LENGTH UNLESS RESTRICTED FURTHER IN THE SPECIAL PROVISIONS FOR MAINTAINING TRAFFIC. ALL SEQUENCES OF MORE THAN 2 MILES IN LENGTH WILL REQUIRE WRITTEN PERMISSION FROM THE ENGINEER BEFORE PROCEEDING.
11. WHEN INTERSECTING ROADS OR SIGNIFICANT TRAFFIC GENERATORS (SHOPPING CENTERS, MOBILE HOME PARKS, ETC.) OCCUR WITHIN THE ONE-LANE TWO-WAY OPERATION, INTERMEDIATE TRAFFIC REGULATORS AND APPROPRIATE SIGNING SHALL BE PLACED AT THESE LOCATIONS.
12. ADDITIONAL SIGNING AND/OR ELONGATED SIGNING SEQUENCES SHOULD BE USED WHEN TRAFFIC VOLUMES ARE SIGNIFICANT ENOUGH TO CREATE BACKUPS BEYOND THE W3-4 SIGNS.
13. THE HAND HELD (PADDLE) SIGNS REQUIRED BY THE MMUTCD TO CONTROL TRAFFIC WILL BE PAID FOR AS PART OF FLAG CONTROL.
14. THE TRAFFIC REGULATORS SHOULD BE POSITIONED AT OR NEAR THE SIDE OF THE ROAD SO THAT THEY ARE SEEN CLEARLY AT A MINIMUM DISTANCE OF 500 FEET. THIS MAY REQUIRE EXTENDING THE BEGINNING OF THE LANE CLOSURE TO OVERCOME VIEWING PROBLEMS CAUSED BY HILLS AND CURVES.

SIGN SIZE

DIAMOND WARNING - 48" x 48"

ST JOSEPH COUNTY ROAD COMMISSION

2026 Additional Paving Projects

Pulver Road

2" HMA Top Course with 3' CL II shoulders, traffic control, and permanent pavement markings on Pulver Road from Johnson Road to M-216 for 1.86 Miles.

1.0 Project Log

1.1 Item of Work – Shld. CLII

Shoulder is to be placed at 3' Wide on both Left and Right Stations for an equal total of 4' Width.

Shoulder shall be compacted with a Double Drum Roller.

Total Tons = 1,091 Tons

1.2 Item of Work – HMA, 4EL

Road is 22' wide, HMA is to be placed at half the width on both Left and Right Stations with a 2% Slope or can be placed with one pass if the paver has the ability to add the crown in the middle.

HMA is to be placed at 2" for Top Course and LTBC-1 or LTBC-2 Shall be used as Tac Coat applied at 0.05 to 0.15 Gal/Syd incidental to HMA, 4EL.

Binder Grade of Asphalt shall be PG 58-28

Total Tons = 2,670 Tons

1.3 Item of Work – Minor Traffic Devices.

Minor Traffic Devices shall include signs Low Shoulder, Uneven Joint and Bump Signs at locations where the contractor plans on leaving unfinished work for a planned extended period of time. If the contractor plans on leaving unfinished work for longer than 2 days, the locations of these signs will be agreed upon by contractor and engineer.

1.4 Item of Work – Sign, Type B, Temp Prismatic, Furn, Sign, Type B, Temp, Prismatic, Special, Furn and Barricade, Type III, High Intensity, Double Sided, Lighted, Oper

<u>Sign Type</u>	<u>Size</u>	<u>Quantity</u>
Road Work Ahead	16 sft	3
One Lane Road Ahead	16 sft	3
Flagger Symbol	16 sft	3
Be Prepared to Stop	16 sft	3

Total Sft = 192 Sft

1.5 Item of Work – Pavt for Butt Joints, Rem

At Johnson Rd. – 70’ x 16’ = 124 Syd
 At M-216 – 27’ x 8’ = 24 Syd

1.6 Item of Work – HMA Approach

At Johnson Rd. = 14 Tons
 At Bliss Rd. = 29 Tons

1.7 Total Quantities

Description	Quantity	Units
Mobilization, Max	0.25	LSUM
Project Cleanup	0.25	LSUM
Minor Traf Devices	0.25	LSUM
Traf Regulator Control	0.25	LSUM
Shld, CI II	1091	Ton
Pavt for Butt Joints, Rem	148	Syd
HMA Approach	43	Ton
HMA, 4EL	2670	Ton
Pavt Mrkg, Wet Reflective, Type NR, Tape, 4 inch, Yellow, Temp	786	Ft
Lighted Arrow, Type B, Furn	2	Ea
Lighted Arrow, Type B, Oper	2	Ea
Pavt Mrkg, Waterborne, 4 inch, Yellow	5900	ft
Sign, Type B, Temp, Prismatic, Furn	192	Sft
Sign, Type B, Temp, Prismatic, Oper	192	Sft

S. River Road

2" HMA Top Course with 3' CL II shoulders, traffic control, and permanent pavement markings on S. River Road from Holtom Road to Covered Bridge Road for 2.03 Miles.

1.0 Project Log

1.1 Item of Work – Shld, CI II

Shoulder is to be placed at 3' Wide on both Left and Right Stations for an equal total of 4' Width.

Shoulder shall be compacted with a Double Drum Roller.

Total Tons = 1,191 Tons

1.2 Item of Work – HMA, 4EL

Road is 22' wide, HMA is to be placed at half the width on both Left and Right Stations with a 2% Slope or can be placed with one pass if the paver has the ability to add the crown in the middle.

HMA is to be placed at 2" for Top Course and LTBC-1 or LTBC-2 Shall be used as Tac Coat applied at 0.05 to 0.15 Gal/Syd incidental to HMA, 4EL.

Binder Grade of Asphalt shall be PG 58-28

Total Tons = 2,906 Tons

1.3 Item of Work – Minor Traffic Devices.

Minor Traffic Devices shall include signs Low Shoulder, Uneven Joint and Bump Signs at locations where the contractor plans on leaving unfinished work for a planned extended period of time. If the contractor plans on leaving unfinished work for longer than 2 days, the locations of these signs will be agreed upon by contractor and engineer.

1.4 Item of Work – Sign, Type B, Temp Prismatic, Furn, Sign, Type B, Temp, Prismatic, Special, Furn and Barricade, Type III, High Intensity, Double Sided, Lighted, Oper.

<u>Sign Type</u>	<u>Size</u>	<u>Quantity</u>
Road Work Ahead	16 sft	6
One Lane Road Ahead	16 sft	6
Flagger Symbol	16 sft	6
Be Prepared to Stop	16 sft	6

Total Sft = 384 Sft

1.5 Item of Work – Pavt for Butt Joints, Rem

At Holtom Rd. – 60’ x 16’	= 107 Syd
At Jacob Rd. – 60’ x 16’	= 53 Syd
At Covered Bridge Rd. – 60’ x 16’	= 107 Syd

1.6 Item of Work – HMA Approach

At Holtom Rd.	= 20 Tons
At Jacob Rd.	= 15 Tons
At Covered Bridge Rd.	= 28 Tons

1.7 Total Quantities

Description	Quantity	Units
Mobilization, Max	0.27	LSUM
Project Cleanup	0.27	LSUM
Minor Traf Devices	0.27	LSUM
Traf Regulator Control	0.27	LSUM
Shld, CI II	1191	Ton
Pavt for Butt Joints, Rem	267	Syd
HMA Approach	63	Ton
HMA, 4EL	2906	Ton
Pavt Mrkg, Wet Reflective, Type NR, Tape, 4 inch, Yellow, Temp	208	Ft
Lighted Arrow, Type B, Furn	2	Ea
Lighted Arrow, Type B, Oper	2	Ea
Pavt Mrkg, Waterborne, 4 inch, Yellow	2572	ft
Sign, Type B, Temp, Prismatic, Furn	384	Sft
Sign, Type B, Temp, Prismatic, Oper	384	Sft

Halfway Road

2” HMA Top Course with 3’ CL II shoulders. traffic control, and permanent pavement markings on Halfway Road from Village of Burr Oak Limits to Fawn River Road for 3.51 miles.

1.0 Project Log

1.1 Item of Work – Shld. CLII

Shoulder is to be placed at 3’ Wide on both Left and Right Stations for an equal total of 4’ Width.

Shoulder shall be compacted with a Double Drum Roller.

Total Tons = 2,059 Tons

1.2 Item of Work – HMA, 4EL

Road is 22’ wide, HMA is to be placed at half the width on both Left and Right Stations with a 2% Slope or can be placed with one pass if the paver has the ability to add the crown in the middle.

HMA is to be placed at 2” for Top Course and LTBC-1 or LTBC-2 Shall be used as Tac Coat applied at 0.05 to 0.15 Gal/Syd incidental to HMA, 4EL.

Binder Grade of Asphalt shall be PG 58-28

Total Tons = 5,034 Tons

1.3 Item of Work – Minor Traffic Devices.

Minor Traffic Devices shall include signs Low Shoulder, Uneven Joint and Bump Signs at locations where the contractor plans on leaving unfinished work for a planned extended period of time. If the contractor plans on leaving unfinished work for longer than 2 days, the locations of these signs will be agreed upon by contractor and engineer.

1.4 Item of Work – Sign, Type B, Temp Prismatic, Furn. Sign, Type B, Temp. Prismatic, Special, Furn and Barricade, Type III, High Intensity, Double Sided, Lighted, Oper.

<u>Sign Type</u>	<u>Size</u>	<u>Quantity</u>
Road Work Ahead	16 sft	6
One Lane Road Ahead	16 sft	6
Flagger Symbol	16 sft	6
Be Prepared to Stop	16 sft	6

Total Sft = 384 Sft

1.5 Item of Work – HMA Approach

At Witt Lake Rd. = 16 Tons
 At Bordner Rd. (East & West) = 37 Tons
 At Nagelgans Rd. = 29 Tons
 At Fawn River Rd. = 32 Tons

1.6 Item of Work – Pavt for Butt Joints, Rem

At Burr Oak Village Limits - 22' x 40' = 100 yd
 At Witt Lake Rd. – 70' x 16' = 124 Syd
 At US 12 North – 27' x 16' = 48 Syd
 At US 12 South – 27' x 16' = 48 Syd
 At Nagelgans Rd. – 60' x 16' = 107 Syd
 At Fawn River Rd. – 50' x 16' = 89 Syd

1.7 Quantities

Description	Quantity	Units
Mobilization, Max	0.48	LSUM
Project Cleanup	0.48	LSUM
Minor Traf Devices	0.48	LSUM
Traf Regulator Control	0.48	LSUM
Shld, Cl II	2,059	Ton
Pavt for Butt Joints, Rem	1084	Syd
HMA Approach	114	Ton
HMA, 4EL	5034	Ton
Pavt Mrkg, Wet Reflective, Type NR, Tape, 4 inch, Yellow, Temp	741	Ft
Lighted Arrow, Type B, Furn	2	Ea
Lighted Arrow, Type B, Oper	2	Ea
Pavt Mrkg, Waterborne, 4 inch, Yellow	20650	ft
Sign, Type B, Temp, Prismatic, Furn	384	Sft
Sign, Type B, Temp, Prismatic, Oper	384	Sft

All Projects Summary Table

Description	Total	Units
Mobilization, Max	1	LSUM
Project Cleanup	1	LSUM
Minor Traf Devices	1	LSUM
Traf Regulator Control	1	LSUM
HMA, 4EL	10,610	Ton
HMA Approach	220	Ton
Sign, Type B, Temp, Prismatic, Furn	960	Sft
Sign, Type B, Temp, Prismatic, Oper	960	Sft
Shld, CI II	4,341	Ton
Pavt Mrkg, Waterborne, 4 inch, Yellow	29,122	Ft
Lighted Arrow, Type B, Furn	6	Ea
Lighted Arrow, Type B, Oper	6	Ea
Pavt Mrkg, Wet Reflective, Type NR, Tape, 4 inch, Yellow, Temp	1,735	Ft
Pavt for Butt Joints, Rem	1,500	Syd

4 General Plan Notes

Except where otherwise indicated in this proposal, all material and workmanship shall be in accordance with the *Michigan Department of Transportation Standard Specifications For Construction, 2020 Edition*

The proposed improvements covered by these plans are in accordance with the Michigan Department of Transportation Local Agency Programs Guidelines for Geometrics, Section B PM dated 2017.

For protection of underground utilities and in conformance with Public Act 53, the **Contractor** Shall dial **1-800-482-7171 or 811** a minimum of three (3) full working days, excluding Saturdays, Sundays and Holidays, prior to beginning each excavation in areas where public utilities have not been previously located. Members will thus be routinely notified. This does not relieve the contractor of the responsibility of notifying utility owner who may not be a part of the “Miss Dig” alert system.

Where needed, as directed by the Engineer, sweeping of the roadway and intersections prior to paving shall be completed by the Contractor and shall be included in payment for HMA mixture items.

During the paving operation, the paver’s wing shall be extended out to its fullest extent at each driveway to create an HMA Driveway Approach. Payment will be as **HMA, 4EL**.

It is the intent of this project that all government corners be preserved and that, where necessary, monument boxes be adjusted where shown in this proposal or not.

The **contractor** is hereby advised that the *Michigan Manual of Uniform Traffic Control Devices 2011* (MMUTCD) as revised, along with the special provisions located in this proposal regarding traffic control, is hereby established as governing all work in connection with traffic control.

Place HMA, 4EL top course, using Bond Coat (estimated at 0.05 to 0.15 Gal/Syd). Not a pay item, incidental to HMA, LVSP. Bond Coat is to be LTBC-1 or LTBC-2.

Number of roller requirements will be used for density requirements per the MDOT Special Provision for Acceptance of Hot Mix Asphalt Mixture on Local Agency Projects, 12SP-501J-05.

Maintaining mailboxes and newspaper tubes, and replacing mailboxes, mailbox post and newspaper boxes damaged by the CONTRACTOR shall be considered as included in the payment for other items of work will not be paid for separately. Not a pay item, if damaged, contractor will replace at no cost.

Where the following items are called for in the plans, they are to be constructed in accordance with the Michigan Department of Transportation's Standard Plan or Special Detail given below, unless otherwise indicated

Compaction of C1 II Shoulders shall be done with a double drum roller or another method approved by engineer.

Monuments and Riser Rings will be provided by and adjusted by the St. Joseph County Road Commission. Estimated Number of Locations and Adjustments Listed Below.

Pulver Road – 2 Adjustment
S. River Road – 3 Adjustment
Halfway Road – 6 Adjustment

ST JOSEPH COUNTY ROAD COMMISSION

HMA APPLICATION ESTIMATE

SJCRC:KAS

1 OF 1

April 20th, 2026

DESCRIPTION

This work shall be done in accordance with the requirements of Section 501 of Michigan Department of Transportation 2020 Standard Specifications except as herein specified.

Construction Methods

HMA Mix shall be applied as shown in Section 501 of the Michigan Department of Transportation 2020 Standard Specifications. The number of rollers used to achieve compaction shall be in accordance with the MDOT Special Provision for Acceptance of Hot Mix Asphalt Mixture on Local Agency Projects, 20SP-501I-01.

Materials

- HMA, 4EL shall have a yield of 220 lbs/syd for Top Course
- HMA Approach shall be HMA, 4EL and shall have a yield of 250 lbs/syd for Approach's.
- The Performance Grade asphalt binder range for the HMA, 4EL shall be 58-28.
- AWI>220
- Air Voids = 3.5%
- The Bond Coat material LTBC1 or LTBC2 and shall be per Section 501.03 of the Michigan Department of Transportation 2020 Standard Specifications. The uniform rate of application shall be 0.05 to 0.15 gal. per syd. Bond Coat shall not be a separate pay item.

MEASUREMENT AND PAYMENT

Measurement and Payment for HMA, 4EL shall be at the contract unit price per ton.

Measurement and Payment for HMA Approach shall be at the contract unit price per ton.