MANISTEE AREA PUBLIC SCHOOLS
High & Middle School – 525 12th Street
Manistee, MI 49660

Each bidder shall be required to attach a 5% bid security with their bid. Manistee Area Public Schools has the right to accept or reject any and all bids. Each bid shall be accompanied by a sworn statement disclosing any familial relationship that exist between the owner or any employee of the bidder and any member of the board, or the superintendent of the school district. Proposals will not be considered without these documents.

Each bid shall be accompanied by Affidavit of Compliance – Iran Economic Sanctions Act in compliance with "Iran linked business" within the meaning of the Iran Economic Sanctions Act, Michigan Public Act No. 517 of 2012. The Board of Education shall not accept a bid that does not include the Affidavit of Compliance. As provided by law, the Board of Education may give preference to bidders from Michigan-based businesses.

Before any construction is started, a 100% Performance and Payment Bonds shall be required. Surety bonds must be issued by a surety company authorized to do business in the State of Michigan. The validity of such bonds shall be verified prior to the award of the contract to the contractor.

SCOPE OF WORK AND SPECIFICATIONS

Request for a proposal to repair the asphalt pavements, as indicated on the enclosed satellite imagery. The undersigned bidder has examined the plans and specifications for the work described in the proposal for this project, and are fully informed as to the nature of the work and the conditions at the existing site.

The Contractor hereby proposes to furnish all necessary machinery, tools, apparatus and other means of construction; do all the work; furnish all the materials except as otherwise specified; and, for the lump sum and/or unit prices indicated, to complete the work in strict accordance with the specifications included in this proposal, and in strict conformity with the requirements of the current Standard Specifications for Construction, Michigan Department of Transportation, and such other special provisions and other specifications as included in this proposal.

Any additional related work or services must be authorized by a Manistee Area School Facility Manager and documented by issuance of a Contract Supplement.

I. SCOPE OF WORK

A. High & Middle School – Entrance Ring Road and Faculty Car Lot

It is the intent of this contract to remove and repair the existing asphalt pavement per the attached satellite imagery. Cold mill the existing asphalt pavement and aggregate base, to a depth sufficient to allow the placement of five inches of new asphalt in ring road and four inches of new asphalt in faculty car lot as indicated on the enclosed satellite imagery.

After the asphalt pavement is removed, Contractor will proof roll aggregate base to determine if there any soft or unstable areas. If any areas are located, Owner's Engineer will mark the areas and Contractor will perform Subgrade Undercut Type IV, the contractor shall install Tensar Hx5.5 geogrid on subgrade before backfilling with 21AA limestone. Contractor shall furnish and install MDOT 21AA crushed limestone with the fine grading activity to produce proper line and grade will be paid for by the ton. New four-inch, geo textile wrapped underdrains to be furnished, installed, and connected to existing drainage structures, as directed. Costs associated with these connections shall be incidental to the underdrain pay item. Costs associated with removal of the excavated spoils associated with these operations shall be incidental to the underdrain pay item. All spoils shall be removed from the project site. Backfilling/Restoration of curb and gutter is incidental to that work item.

Upon acceptance of the aggregate base course by the Engineer, the contractor shall place three- and one-half inches of 13A MDOT Modified Hot Mix Asphalt, a bond coat, and one- and one-half inches of 5EL MDOT Modified Hot Mix Asphalt in the entrance ring road. Upon acceptance of the aggregate base course by the Engineer, the contractor shall place two- and one-half inches of 13A MDOT Modified Hot Mix Asphalt, a bond coat, and one- and one-half inches of 5EL MDOT Modified Hot Mix Asphalt in the faculty car lot.

B. High & Middle School – Food Service Apron & Car Parking Lot

It is the intent of this contract to remove and repair the existing asphalt pavement per the attached satellite imagery. Cold mill the existing asphalt pavement and aggregate base, to a depth sufficient to allow the placement of five inches of new asphalt in food service truck lot and four inches of new asphalt in food service car lot as indicated on the enclosed satellite imagery.

After the asphalt pavement is removed, Contractor will proof roll aggregate base to determine if there any soft or unstable areas. If any areas are located, Owner's Engineer will mark the areas and Contractor will perform Subgrade Undercut Type IV, the contractor shall install Tensar Hx5.5 geogrid on subgrade before backfilling with 21AA limestone. Contractor shall furnish and install MDOT 21AA crushed limestone with the fine grading activity to produce proper line and grade will be paid for by the ton. New four-inch, geo textile wrapped underdrains to be furnished, installed, and connected to existing drainage structures, as directed. Costs associated with these connections shall be incidental to the underdrain pay item. Costs associated with removal of the excavated spoils associated with these operations shall be incidental to the underdrain pay item. All spoils shall be

removed from the project site. Backfilling/Restoration of curb and gutter is incidental to that work item.

Upon acceptance of the aggregate base course by the Engineer, the contractor shall place three- and one-half inches of 13A MDOT Modified Hot Mix Asphalt, a bond coat, and one- and one-half inches of 5EL MDOT Modified Hot Mix Asphalt in the food service truck lot. Upon acceptance of the aggregate base course by the Engineer, the contractor shall place two- and one-half inches of 13A MDOT Modified Hot Mix Asphalt, a bond coat, and one- and one-half inches of 5EL MDOT Modified Hot Mix Asphalt in the food service car lot.

Owner will provide traffic control devices to close down access by the public to both project work areas.

Both project sites will be constructed in a single phase at the same time.

Contractor is responsible for all layout and grade staking and shall be considered incidental to other items of work**.**

Contract completion date of all work is August 15, 2025.

The successful bidder must provide any and all permits that may be required by the State of Michigan, Manistee County, City of Manistee, Filer Charter Township or any other controlling agency or entity. The costs associated with these permits shall be incidental to other items.

All materials not incorporated into the work will be removed from the site; any areas that are disturbed by the construction will be repaired to a “like” condition. Payment for this work will be included in other items of work.

Bids are due **Friday, June 20, 2025 by 1:00pm** at Manistee Area School 525 12th Street Manistee, MI 49660 Attn: Howard Vaas

School Board will NOT consider or accept late bids.

II. QUALITY CONTROL (CONTRACTOR)

a. In-place Density: The Contractor will have a density gauge available for quality control testing during the compaction process. The Contractor will also have the capability to take 6" cores from random locations throughout the paved area for acceptance testing. The Contractor may take up to three informational cores from each mixture type, to help correlate the density gage. Minimum in-place density shall average 95 percent of theoretical maximum density, Gmm.

III. QUALITY ASSURANCE (ENGINEER)

a. In-Place Density: The Engineer may identify random core sample locations for each sublot based on longitudinal and transverse measurements. The Engineer will mark each core location with a paint dot, which represents the center of the core. The Contractor shall drill a 6" core sample at each core location. The Contractor shall notify the Engineer sufficiently in advance of coring to ensure that a representative can be present to witness the coring and take possession of the core. The core density shall be calculated using the TMD from the test data obtained from that day's sample. The core samples shall be taken after final rolling.

As an option, when mutually agreed to by the Owner and Contractor, the core samples may be waived and the density gauge will be used for acceptance testing.

Core samples shall not be damaged during removal from the pavement. If, for any reason, a core is damaged or determined not to be representative at the time of coring, the Engineer will evaluate and document the problem and determine if re-coring is necessary.

All previous pavement, base aggregate or bond coat material shall be sawed off the bottom of the core samples.

The core holes shall be filled with hot mixture and thoroughly compacted as part of the coring operation. The method of filling holes and obtaining compaction shall be agreed upon prior to production. Pavement density acceptance testing will be completed within one (1) work day after the cores were taken. Testing will be in accordance with ASTM D 2726. The test results on the compacted bituminous mixture will be used as a basis of acceptance and payment.

IV. MEASUREMENT AND PAYMENT

Bituminous mixture will be paid for at the bituminous mixture contract unit price.

Bituminous Mixture Price Adjustment

a. General: Adjustments to the contract unit price for bituminous mixture will be calculated for each of four sets of criteria. The largest adjustment allowable in each case will be imposed and unit price adjustments will be applied cumulatively (lot pavement density + pavement density + bituminous mixture + failure to suspend operations) to the affected tonnage. Each of the unit price adjustments is detailed below.

b. Bituminous Mixture: If, for asphalt binder content, air voids, Gmm or VMA, the difference between the lot average and the JMF is within the lot average tolerance shown in Table 2, no adjustment will be made to the unit price for **Bituminous Mixture** under this criteria. If the lot average tolerance is exceeded for one or more parameter(s), a negative adjustment will be made to the contract unit price for **Bituminous Mixture** in accordance with Table 2. Only the largest of the four possible pay adjustments for this set of criteria will be assessed. This price adjustment is applied to the entire lot tonnage.

c. Pavement Density: Based on pavement cores or the density gage, either a 10 percent or a 25 percent adjustment in the **Bituminous Mixture** contract unit price may be imposed. The following criteria will be used and only the highest calculated pavement density price adjustment will be applied. This price adjustment is applied to the entire lot tonnage.

1. A negative 10 percent adjustment in the **Bituminous Mixture** contract unit price will be imposed if the lot average pavement density is less than 95.0 percent, but equal to, or greater than, 94.0 percent.
2. A negative 25 percent adjustment in the **Bituminous Mixture** contract unit price will be imposed if the lot average pavement density is less than 94.0 percent, but equal to, or greater than, 92.0 percent.

V. REMOVAL

a. If the pavement density for any sublot (average of sublot cores) is less than 92.0 percent, the Contractor shall remove and replace the sublot.

b. The Engineer reserves the right to evaluate any sublot whose test results for asphalt binder content, Gmm, VMA, or air voids, exceed the single test tolerances shown in Table 1. If the Engineer determines that the in-place mixture will not perform in accordance with normal standards, the Contractor shall remove and replace the sublot.

TABLE 1 : Bituminous Quality Assurance Testing Tolerances (+ or -) from JMF

Parameter	Single Test	Lot Average
Air Voids	1.00%	0.60%
Voids in Mineral Aggregate (VMA)*	1.20%	0.75%**
Maximum Specific Gravity (G_{mm})*	0.019	0.012
Asphalt Binder Content*	0.50%	0.35%

*Parameters with Target Values

**Or less, determined by VMA Value from the 2003 Standard Specifications for Construction.

The engineer retains the authority to make necessary adjustments to the JMF to ensure compliance with the intent of the specifications.

TABLE 2: Bituminous Mixture Pay Adjustments

Parameter (lot average)	Deviation (d)	Negative Unit Price Adjustment (%)
Asphalt Binder Content (deviation from JMF)	$0.35 < d \leq 0.55$	10
	$d > 0.55$	25
Air Voids (deviation from JMF)	$0.6 < d \leq 0.7$	2
	$0.7 < d \leq 0.8$	4
	$0.8 < d \leq 1.0$	6
	$1.0 < d \leq 1.1$	8
	$1.1 < d \leq 1.2$	10
	$d > 1.2$	25
Maximum Specific Gravity (G_{mm}) (deviation from JMF)	$0.012 < d \leq 0.014$	2
	$0.014 < d \leq 0.015$	4
	$0.015 < d \leq 0.017$	6
	$0.017 < d \leq 0.019$	8
	$0.019 < d \leq 0.021$	10
	$d > 0.021$	25
Voids in Mineral Aggregate (VMA) (deviation below minimum value in the 2003 Standard Specifications for Construction)	$0.0 < d \leq 0.1$	2
	$0.1 < d \leq 0.3$	4
	$0.3 < d \leq 0.4$	6
	$0.4 < d \leq 0.5$	8
	$0.5 < d \leq 0.6$	10
	$d > 0.6$	25

VI. Technical Specifications

Section 304. Bituminous Mixtures

304.01 Description. Construct the bituminous leveling and surface courses.

The Contractor will furnish all necessary machinery, tools, apparatus and other means of construction to do all the work, and furnish all the materials, except as otherwise specified, to complete the work in strict accordance with the plans and specifications included in this proposal, and in strict compliance with the current Michigan Department of Transportation Standard Specifications for Construction and special provisions.

304.02 Technical Specifications

1. Mix Design

A 4-point, fifty-blow each side, Marshall Mix Design will be completed for each mixture used on this project. This design will be done in accordance with the Asphalt Institutes MS-2 with the following clarifications. Two theoretical density (Gmm) tests will be conducted for each of the four test points, without dry back. The effective specific gravity (Gse) will then be calculated for each test point using the average Gmm, and then the mixture Gse will be the average of the four test points. The completed mixture design will include all data from all test points and a regression table showing the following data for each 0.1% of asphalt content; air voids, maximum theoretical specific gravity, compacted density, and voids in the mineral aggregate. This data, in its entirety, must be presented to and approved by the owner's representative at least two days before the mixture is placed. SuperPave asphalt mix designs maybe considered at the following volumetric properties as accepted by the engineer.

A. MIXTURE NUMBER:	5EL Mod.	3C Mod.	13A Mod.	36A Mod.
VMA % (eff. spec. gravity)	16.5	15.0	15.5	16.5
Air voids %*	3.0	3.0	2.5*	2.5*
Fines to binder ratio (max.)	1.2	1.2	1.2	1.2
Fine angularity min. MTM 118	4.0	4.0	2.5	3.0
L.A. Abrasion % max.	40	40	40	40
Soft Particle % max.	8	8	8	6*

B. GRADATIONS - Percent passing indicated sieve:

1”	100	100	100	100
3/4”	100	99-100	100	100
1/2”	100	90 Max	75-95	100
3/8”	98-100	77 Max	60-90	92-00
#4	90 Max	57 Max	45-80	65-90
#8	40-70	15-45	30-65	55-75
#16	30-50	33 Max	20-50	--
#30	20-35	25 Max	15-40	25-45
#50	15-20	19 Max	10-25	--
#100	15 Max	15 Max	5-15	--
#200	3-6	3-6	3-6	3-7
Crush (min.) MTM 117	90	90	50*	60

- Modified from MDOT specifications.
-

C. Final binder properties shall meet asphalt PG **58-28** for this project.

D. If the binder obtained from the RAP exceeds 17 percent of the total binder in the mixture, the Contractor shall furnish documentation (i.e., blending chart) in order to determine the proper grade of the virgin binder required to achieve the desired final binder properties. The Contractor shall provide the Engineer asphalt cement delivery tickets showing binder grade, date of delivery, and quantity delivered. The Contractor will provide the Owner a letter certifying that all materials approved on the mix design were used in the project mixture.

2. <u>In-Place Density</u>

The average in-place density of the mixture shall be a minimum of 95 percent of theoretical maximum density. Density technician and gauge shall be on the project for every asphalt paving day.

Aggregate base density to be minimum of 95 percent of maximum unit weight at a moisture content no greater than optimum for aggregate base under hot mix asphalt (HMA) pavement.

VII. PAYMENT

Payment for this work will be by unit prices of actual quantities installed at the unit prices as listed in this proposal. Asphalt pavement quantities placed in excess of 100 percent of plan quantity shall be at the Contractor's expense. The asphalt quantities shown on the bid sheet have five percent included in the quantity.

High & Middle School Entrance Ring Road and Faculty Car Lot For Info Only		
Item	Unit	Quantity
Cold Milling	SYD	7,750
Saw Cut Bituminous	LFT	75
4" Underdrain – Geotextile Wrapped	LFT	600
Conc Curb & Gutter (R&R)	LFT	100
Structure Reconstruction	EA	4
Subgrade Undercut – Type IV	CYD	250
Geogrid	SYD	775
Aggregate Base – MDOT 21AA	TON	300
Fine Grade	SYD	7,750
Bituminous Mixture 13A MDOT Mod	TON	1,280
Bituminous Mixture 5EL MDOT Mod	TON	680
Private Utility Staking	LS	0.5
Contractor Staking	LS	0.5
Pavement Markings	LS	0.5
Mobilization	EA	0.5

High & Middle School Food Service Truck Lot and Food Service Car Lot – For Info Only		
Item	Unit	Quantity
Cold Milling	SYD	1,505
Saw Cut Bituminous	LFT	50
4” Underdrain – Geotextile Wrapped	LFT	300
Conc Curb & Gutter (R&R)	LFT	75
Structure Reconstruction	EA	2
Subgrade Undercut – Type IV	CYD	50
Geogrid	SYD	150
Aggregate Base – MDOT 21AA	TON	90
Fine Grade	SYD	1,505
Bituminous Mixture 13A MDOT Mod	TON	290
Bituminous Mixture 5EL MDOT Mod	TON	135
Private Utility Staking	LS	0.5
Contractor Staking	LS	0.5
Pavement Markings	LS	0.5
Mobilization	EA	0.5

Both Projects Combined Quantities for **Bidding Purposes**				
Item	Unit	Quantity	Unit Price	Total
Cold Milling	SYD	9,255	$	$
Saw Cut Bituminous	LFT	125	$	$
4" Underdrain – Geotextile Wrapped	LFT	900	$	$
Conc Curb & Gutter (R&R)	LFT	175	$	$
Structure Reconstruction	EA	6	$	$
Subgrade Undercut – Type IV	CYD	300	$	$
Geogrid	SYD	925	$	$
Aggregate Base – MDOT 21AA	TON	390	$	$
Fine Grade	SYD	9,255	$	$
Bituminous Mixture 13A MDOT Mod	TON	1,570	$	$
Bituminous Mixture 5EL MDOT Mod	TON	815	$	$
Private Utility Staking	LS	1	$	$
Contractor Staking	LS	1	$	$
Pavement Markings	LS	1	$	$
Mobilization	EA	1	$	$
			Total	**$**

Signed by _____, _____

Print Name

Contractor_____

Address_____

City_____ State_____ Zip_____

Date _____

p 8,476 ft
a 219,302 sq ft

12TH ST

12th St

45,356 sq ft

S.D. Lot

Island

Island

Island

24,372 sq ft

H.D. Loop


S.D. Service lot
H.D. Service Lot
8,504 sq ft
S.D. Service Lot
4,996 sq ft

AFFIDAVIT OF BIDDER

The undersigned, the owner or authorized officer of _____(the "Bidder"), pursuant to the familial disclosure requirement provided in the **Manistee Area Public School** advertisement for construction bids and in compliance with MCL 380.1267, hereby represents and warrants, except as provided below, that no familial relationships exist between the owner(s) or any employee of _____(the "Bidder") and any member of the Board of Education or the Superintendent of Manistee Area Public Schools.

List any Familial Relationships:

_____
_____
_____
_____
_____
_____

BIDDER:

_____
Business Name

By: _____
_____

Its: _____

STATE OF MICHIGAN
COUNTY OF _____

This instrument was acknowledged before me on the _____ day of _____, 2017, by

_____.

_____
Notary Public

_____County, Michigan

My Commission Expires: _____
Acting in the County of: _____

IRAN ECONOMIC SANCTIONS ACT CERTIFICATION

I am the _____ of _____, or I am bidding in my individual capacity ("Bidder"), with authority to submit a binding bid for the provision of Construction_____ services to Manistee Area Public Schools. I have personal knowledge of the matters described in this Certification, and I am familiar with the Iran Economic Sanctions Act, MCL 129.311, *et seq*. ("Act"). I am fully aware that the school district will rely on my representations in evaluating bids.

I certify that Bidder is not an Iran-linked business, as that term is defined in the Act. I understand that submission of a false certification may result in contract termination, ineligibility to bid for three (3) years, and a civil penalty of $250,000 or twice the bid amount, whichever is greater, plus related investigation and legal costs.

_____

(signature)

_____

(printed)

_____

(date)