

INVITATION TO BID and ADVERTISEMENT
Track Settlement Abatement, Munising High School Track, Munising, Michigan
STS Project No. 200702033

PROJECT DESCRIPTION:

Reconstruction of Settled Portion of the Munising High School Track

PROJECT LOCATION: Munising, Michigan: Northwest corner of the Munising running track

OWNER: Munising Public Schools

ENGINEER: STS Consultants, Ltd., 1050 Wilson Street, Marquette, Michigan 49855

PUBLIC OPENING:

Sealed bids for "Track Settlement Abatement," will be received at:

Munising Public Schools, 411 Elm Avenue, Munising, Michigan 49862

until 11:00 a.m. (local time), May 23, 2007, directly after which the bids will be publicly opened and read aloud.

PROJECT DESCRIPTION: The northwest corner of the Munising Mustang running track has experienced settlement since its original construction in the early 1970s. Additional asphalt pavement has been placed in this area to maintain a horizontal running surface. Munising Public Schools (MPS) is planning on resurfacing the entire track and wants to be confident future settlement does not occur.

STS Consultants, Ltd. (STS) performed a subsurface exploration and geotechnical engineering evaluation for the settled area in 2006. The subsequent report (dated July 27, 2006) identified the cause of the settlement and provided recommendations for the repair of the settled area. A copy of this report will be included in the bid documents for reference.

Based on the information provided in the STS report, this project generally consists of the excavation and removal of organic material that has caused the settlement and return the area to its original condition. Sketches of the anticipated geometry of the excavation will be included in the bid documents for reference.

The existing fence will need to be removed prior to excavation. Care should be taken to prevent damage to the fence as it will need to be reinstalled to the satisfaction of MSP at the completion of the project. The excavation will require the removal of a minimum of approximately 90 to 100 feet of the track surface and fence. During excavation, soils acceptable for reuse as backfill should be stockpiled for reuse. Organic materials, demolished asphalt materials, or other unsuitable excavated materials shall be wasted on-site at a location chosen by MSP. It is expected that the bulk of the organic material is below the area of observed settlement. However, unconsolidated organics may be present lateral to the visible depressed area. Based on the size of the depressed area, we estimate the excavation will likely extend to a depth of about 18 feet and will have minimum bottom dimensions of approximately 35 to 40 feet square. However, it should be understood that the actual extent of the organic deposit and required excavation is currently unknown. All organics within the influence zone of the track (1H:1V of the track edge) should be removed. The excavation should be backfilled with granular fill material which contains less than 12% by weight passing the No. 200 sieve size. The fill should be placed in thin lifts not to exceed 9 inches in loose thickness and compacted to between 92% and 95% of the modified Proctor maximum dry density (ASTM D1557). The final 2 feet of fill below the track should consist of well-graded sand containing less than 7% passing the No. 200 sieve size, such as MDOT Class II sand. However,

depending on the actual subgrade conditions of the existing track, base course (MDOT 22A) may be needed below the new track. The track pavement section shall be replaced in a manner to match the existing section. A minimum of 6-inches of screened topsoil shall be placed to finished grade in areas disturbed during construction. MSP will perform seeding and mulching work.

STS personnel are required to be on-site at the completion of excavation and during backfilling. The purposes of these visits are to document satisfactory removal of the organic deposit and to perform compaction testing during backfilling. The Contractor shall contact STS a minimum of 48 hours prior to completion of the excavation and prior to backfilling.

PRE-BID MEETING: A mandatory pre-bid meeting for prospective bidders will be held at the Mustang Track in Munising on Wednesday, May 16, 2007 at 11:00 a.m. (local time). Failure to attend a Pre-Bid meeting will result in BID being classified as “non-responsible” and rejection of the BID.

BASIS OF BIDS: Bids are solicited on a lump sum price basis for the work specified.

BID GUARANTY: Each bid will be accompanied by a Bid Bond, payable to the owner, in an amount not less than 5% of the amount of the bid as a bid guaranty. Bid guaranty of the three lowest bidders will be returned after approval of the contract by the Owner. All others will be returned within 7 days after the Bid Opening.

CONTRACT SECURITY: Contract Documents may be obtained from (with the conditions noted):

STS Consultants, Ltd.
1050 Wilson Street
Marquette, Michigan 49855
Ph (906) 226-4820 Fax (906) 226-8371

Marquette Builders Exchange
1229 West Washington St.
Marquette, MI 49855

Each request for a copy of the project bid documents must be accompanied by a check in the amount of \$15 (Fifteen dollars) made out to STS Consultants, Ltd. The \$15 fee is non-refundable.

CONTRACT TIME: Completion of construction by July 27, 2007

OWNERS RIGHTS: The OWNER reserves the right to reject or accept any or all bids and bid alternatives (if any) in the best interest of the owner.