NOTICE TO BIDDERS

Sealed bids will be received by the Board of Supervisors of Hancock County, Bay St. Louis, MS, until **10:00 a.m., January 4, 2021** and shortly thereafter publicly opened for providing the following to Hancock County, for a period of one year beginning at bid acceptance until December 31, 2021 or until a new bid is accepted: Cold Bituminous Picked Up, Culverts & Couplings, Double Bituminous Surface Treatment, Gravel & Sand, High Polymer Micro Surfacing, Hot Bituminous In Place & Picked Up, Limestone, Liquid Asphalt, Micro-Surfacing & Seals, Office & Janitorial Supplies, Painted Traffic Marking, Portable Toilet Services, Highway Signs & Highway Posts, Thermoplastic Traffic Marking, Unprocessed Clay, Unprocessed Clay Gravel, Unprocessed Fill Dirt, as well as, anything vendor feels the County may need throughout the year.

Bid specifications are available, upon request, from Robin Benoit of the Hancock County Purchasing Department, 854 Hwy 90, Suite A, Bay St. Louis, MS 39520 or by calling 228-466-8231, or by visiting:
http://www.hancockcounty.ms.gov/pages/purchasing-department.aspx

All envelopes must be marked on the outside of the envelope **"BID ENCLOSED"** and listing the bid item and bid opening date.

All envelopes must be date and time stamped and filed in the Hancock County Board of Supervisors Office, 854 Hwy 90, Suite A, Bay St. Louis, MS 39520 **before 10:00 a.m. on the day of the bid opening.**

The Board reserves the right to reject any and all bids.

Published by Order of the Board of Supervisors of Hancock County, Mississippi, on the 2nd day of November, 2020.

BOARD OF SUPERVISORS
HANCOCK COUNTY

Scotty Adam, President
Board of Supervisors
Hancock County, Mississippi

Valerie Fitts

By/Valerie Fitts, D.C.
Publish Dates:
December 2, 2020
December 9, 2020

BID PACKAGE FOR FURNISHING
HANCOCK COUNTY ROAD DEPARTMENT
MICROSURFACING, MICROSURFACING HIGH POLYMER, SCRUB SEAL, AND SLURRY SEAL
Hancock County Board of Supervisors
Hancock County Government Annex
854 Highway 90, Suite A
Bay Saint Louis, MS 39520

BIDDER CONTACT INFORMATION DOCUMENT

Pursuant to your advertisement, receivable until 10:00 A.M ON _____, we _____ operating at _____ do hereby submit this our bid for furnishing, as ordered by the County, MICROSURFACING, MICROSURFACING HIGH POLYMER, SCRUB SEAL, AND/OR SLURRY SEAL as set out below, for a period beginning at bid acceptance and ending _____ or until a new bid is accepted.

DATE: _____

FIRM NAME OF BIDDER: _____

SIGNED: _____

NAME & TITLE: _____

ADDRESS OF FIRM: _____

CITY, STATE: _____

PHONE: _____ **FAX:** _____

NOTICE TO BIDDERS:

ALL BIDS SHOULD BE SUBMITTED ON THIS FORM, AND SHALL BE SUBMITTED IN A SEALED ENVELOPE MARKED **"MICROSURFACING AND SEALS"** TO BE OPENED AT

_____

BIDS NOT SUBMITTED ON THIS FORM MAY BE DISQUALIFIED. THE HANCOCK COUNTY BOARD OF SUPERVISORS RESERVES THE RIGHT TO REJECT ANY AND ALL BIDS.

FOR INFORMATION CONTACT: HANCOCK COUNTY PURCHASING DEPARTMENT
854 HIGHWAY 90, SUITE A
BAY SAINT LOUIS, MS 39520
PURCHASING AGENT: ROBIN BENOIT (228)466-8231

SPECIFICATION DOCUMENT

1. MICROSURFACING, shall be in compliance with Mississippi Department of Transportation Special Provision No. 907-405-6 issued 03-13-2012.

2. SCRUB SEAL, shall be in compliance with Mississippi Department of Transportation Special Provision No. 907-405-8 issued 04-14-2013.

3. SLURRY SEAL, shall be in accordance with Section 411, "Mississippi Standard Specifications for State Aid Road and Bridge Construction, 2004 Edition"

AGGREGATE, GRADATION AND BITUMEN CONTENT

All material, procedures and workmanship shall be in accordance with specifications referenced above.

4. Applies to asphalt placing operations only: At the option of the County Engineer and prior to any trucks being loaded at the plant site, an independent testing laboratory, appointed by the County Engineer, shall be notified by the asphalt plant to perform the following services:

    A. PLANT INSPECTION
    B. TEMPERATURE CONTROL OF ASPHALT PRODUCED
    C. APPROVED DESIGN MIX FOR PROJECT
    D. STABILITY AND EXTRACTION TEST
    E. CERTIFICATION OF SCALES

    ALL OF THE ABOVE TESTING TO BE PAID FOR BY OWNER

5. Asphalt placement operations shall not commence unless the outside air temperature in the shade is 50 degrees F and rising. This requirement may be waived at the discretion of the County Engineer.

GENERAL REQUIREMENTS

1. The asphalt plant producing the required mix may be inspected and approved by personnel from the Mississippi Department of Transportation. Proof of this inspection and approval must be provided to the County Engineer prior to placing mix.
2. Tickets from certified scales shall be issued for each load from the bidder's plant.
3. The engineer reserves the right to place an inspector at the plant to sign and certify scale tickets.
4. It is understood that labor and equipment include water sprinkling to dampen a previously prepared base and/or prior to sweeping to reduce dust.
5. Existing Hard Surface Roadway shall have tack coat applied and shall be included in Bid Price for Microsurface items. Signage as required in the specifications shall be included in the applicable Bid Prices for SEALS and MICROSURFACING. No additional payment will be made for "Loose Rock" signs or any other Maintenance of Traffic signs or flagmen.
6. The County reserves the right to cancel contract to purchase at any time for justifiable cause. Further, contract to purchase may be canceled for any other reason by either party upon 30 days written notice.
7. The County reserves the right to place an inspector on the job site to verify quantities and quality of work.
8. Failure of the vendor to commence work, under the terms of this contract within ten (10) calendar days from the purchase order issue date, and depending on the scope of the project, complete such project within ninety (90) days, as determined by the engineer, will require said vendor to submit to the County Administrator a letter of explanation regarding such failure. After review of said letter, the County reserves the right to cancel such purchase order for cause and re-issue same to an accepted alternate bidder. Any excess cost occurring from the next lowest bidder will be charged to the lowest bidder.
9. This bid shall be utilized for a minimum project quantity as shown below. Seals/Microsurfacing may be used for "spot repair", therefore one purchase order may consist of more than one site, county-wide.
10. Contractor shall show Proof of Insurance and name Hancock County as co-insured. See attached for required insurance limits.

The following proposal is made on behalf of _____ and no others. The bid is made without collusion on the part of any person, firm and/or corporation. We hereby certify that we have personally examined the specifications and have satisfied ourselves as to all conditions affecting the work.

High Polymer Micro Surfacing

Sample Construction Specification Guideline

This sample construction specification guideline is provided solely for informational purposes only and is not intended to replace suitable planning, design, or professional consultation after careful consideration of the facts and circumstances of the particular project. Consequently, Ergon Asphalt & Emulsions, Inc., its affiliates and their respective agents, directors, officers, and employees shall have no liability for any claims, damages, losses, demands, suits, and/or judgments in any way arising out of or caused by: (i) any use of this sample construction specification guideline, or (ii) the accuracy or content of the information contained herein. This sample construction guideline is provided AS IS, without warranty, and is subject to change without notice. Any person using this sample construction specification guideline assumes all risk of use and is advised to engage appropriate professionals, formulate a comprehensive project plan, and adhere to all applicable instructions, warnings, and safety precautions.

1 Scope

The scope of this sample construction specification guideline is limited and intended to provide general information regarding the design, component material specification, application, inspection, measurement and payment of a Micro Surfacing.

2 Description

Micro surfacing is a laboratory-designed mixture of polymer-modified asphalt emulsion, aggregate, mineral filler, water and other additives accurately proportioned, mixed and uniformly spread over a properly prepared surface. Micro surfacing can be used for both preventive and routine maintenance. It is accurately proportioned, mixed and uniformly spread over a properly prepared surface. Premium micro surfacing can be used for both preventive and routine maintenance. It is recommended on pavement with a sound base structure to prevent or correct distresses such as raveling, oxidation, loss of friction, certain types of wheel ruts and top-down cracking less than one quarter inch (0.64 cm) in width. Bottom up cracks, working cracks and cracks larger than one quarter inch (0.64 cm) should be sealed with a high quality sealant prior to application.

3 Materials

3.1 Asphalt Emulsion

The asphalt emulsion shall be designated CSS-1EP and shall meet product specifications, which can be acquired through your area Ergon Asphalt & Emulsions representative. Asphalt emulsion delivered to the project shall be accompanied by a laboratory certification of analysis and any other certifications as deemed necessary or advisable.

3.2 Aggregate

3.2.1 Gradation

The gradation type to be used shall be set forth in the plans. The aggregate gradation shall meet the requirements of Table 1 when tested in accordance with AASHTO T 27 and AASHTO T 11. The gradation of the aggregate stockpile shall not vary by more than the stockpile tolerance from the mix design gradation while also remaining within the specification gradation band. The percentage of aggregate passing any two successive sieves shall not change from one end of the specified range to the other end.

The aggregate will be accepted at the job location or stockpile based on five gradation tests. The average of the five tests shall be within the stockpile tolerance from the mix design gradation for the stockpile to be accepted.

TABLE 1

MIXTURE CONTROL TOLERANCES	SIEVE SIZE	TYPE II	TYPE III
+0	3/8"	100	100
+6	No. 4	90 – 100	70 - 95
+5	No. 8	65 – 90	45 - 70
+5	No. 16	45-70	30 - 50
+4	No. 30	30-50	20 - 35
+4	No. 50	18-30	12 - 25
+3	No. 100	10-21	7 - 18
+3	No. 200	5 – 15	5 - 12

3.2.2 Aggregate Quality Tests

The aggregate shall also meet the properties shown in Table 2. Proven performance may justify the use of aggregates that do not pass all of the requirements. The polishing value of aggregates should be carefully evaluated especially in higher traffic situations, local agency experience, guidelines and specifications should be considered. The polishing value requirement may be waived for ADT volumes less than 1500.

TABLE 2

TEST	AASHTO Method	Specification
Sand Equivalent	T176	65 minimum
Soundness	T 104	15% Max using Sodium Sulfate 25% Max using Magnesium Sulfate
LA Abrasion	T 96	30% Maximum
Polish Value	T 278, T 279	31 Minimum

3.3 Polymer Modifier

The polymer modifier shall be SBS in composition. It shall be co-milled with the asphalt cement during the manufacture of the emulsified asphalt to produce a homogeneous mixture.

3.4 Mineral Filler

Mineral filler may be a type I or I/II portland cement, hydrated lime, limestone dust, fly ash, or other approved filler.

3.5 Water

The water shall be from a potable source, free of harmful salts, chemicals and contaminants. If the quality of the water is in question, it should be submitted to the laboratory with the other raw materials for the mix design.

3.6 Additives

An additive may be used to control the breaking and setting characteristics of the premium micro surfacing. The additive should be supplied by the asphalt emulsion manufacturer or approved by the laboratory as part of the mix design.

3.7 Tack Coat

Normally, a tack coat is not required unless the surface to be covered is concrete, is extremely dry and raveled or does not receive typical traffic as in an airport pavement. When required, the emulsified asphalt shall be designated as CSS-1EP and meet the requirements set forth in Table 1. The asphalt emulsion shall be diluted at the rate of one part emulsion to three parts water and shall be applied with an asphalt distributor capable of evenly applying the emulsion. The application rate shall be 0.05 to 0.10 gallons of diluted emulsion per square yard. The tack coat shall be allowed to cure sufficiently before the application of premium micro surfacing. If the tack coat is required, it will be noted on the plans or in the contract documents.

4 Mix Design

The contractor shall submit a mix design to the agency a minimum of 10 days prior to the start of the project. As a minimum, the design shall include the following: aggregate properties, aggregate gradation, the results of Table 4 design requirements, design asphalt residue and mineral filler percentages based on dry weight of the aggregate. The contractor shall submit to the agency representative samples of each ingredient to be used in the premium micro surfacing mixture for design verification. The samples shall include information relative to sources, type of materials and project number. No work shall begin until the agency has approved the mix design.

TABLE 3

	Mixture Control Tolerance	TYPES II and III
Range for Residual Asphalt, % (a)	+0.5% 6.0 - 9.0	
Range for Mineral Filler, % (a)	+0.5% 0.5 - 3.0	
Test	Method ISSA TB # (b)	Value
Wet Track Abrasion Loss,	TB 100	
Maximum 1 hour		50 g/ft2
soak 6 day soak		75 g/ft2
Vertical Displacement, Maximum	TB 147A or TB 147C	10%
Excess Asphalt by LWT (Maximum)	TB 109	50 g/ft2
System Compatibility, minimum grade	TB 144	11 points
Mixing Time, Seconds @ 77°F, minimum	TB 113	120
Set Time, 30 minutes, minimum	TB 139	12 kg-cm
Early Rolling Traffic Time, 60 minutes, minimum	TB 139	20 kg-cm
Water Resistance, 30 minutes	TB 102	No Discoloration
Wet Stripping Test, % Coating, minimum	TB 114	90
System Compatibility	TB 115	Pass

(a) Percent residual asphalt and percent mineral filler shall be based on weight of dry aggregate

(b) Reference to ISSA TB means International Slurry Surfacing Association

5 Composition of Mixture

The premium micro surfacing material shall be a uniform mixture of aggregate, polymer modified emulsion, mineral filler, water and other additives as required to control set time in the field. The emulsion and aggregate shall be compatible so that a complete, uniform coating of the aggregate shall be obtained in the mixing unit. The mixture shall have sufficient working life to allow for proper placement at the existing ambient temperature and humidity. The agency shall require the mixture to be redesigned if replacement of a constituent source or a change of gradation outside of the tolerance is allowed. The constituents shall be proportioned to produce a uniform mixture meeting the equirements of Table 3.

6 Equipment

6.1 Mixing Equipment

The paving mixture shall be blended by a self-propelled, positive, non-slipping aggregate delivery system (belt over chain) micro surfacing mixing machine which shall be a continuous flow mixing unit able to accurately deliver and proportion the aggregate, polymer modified emulsion, mineral filler, field control additives and water to a revolving multi-blade, twin shafted mixer and discharge the mixed product on a continuous flow basis. The mixture shall be thoroughly blended so that no uncoated aggregate is visible upon discharge from the mixing unit. The machine shall be equipped with self loading devices which provide for the loading of all materials while continuing to lay material, thereby minimizing construction joints. The machine shall be equipped with opposite side driving stations to optimize longitudinal alignment. The machine shall be equipped to allow the operator to have full hydrostatic control of the forward and reverse speed during the application of the premium micro surfacing material. If truck mounted units are allowed they shall be equipped with a positive, non-slipping aggregate delivery system (belt over chain) and have the capability of applying a minimum of 10 tons of aggregate without recharging the aggregate bin.

6.2 Water Pressure System

The mixing machine shall be equipped with a water pressure system and nozzle type spray bar to provide a water spray ahead of and outside the spreader box.

6.3 Calibration & Proportioning Devices

The machine shall be equipped with individual volume or mass controls or other gauging devices for measuring and proportioning each material added to the mix. Each material control device shall be calibrated, properly marked, and positively interlocked. The aggregate feed to the mixer shall be equipped with a revolution counter or similar device so that the amount of asphalt emulsion, aggregate and mineral filler used may be determined at any time. Each mixing unit shall be calibrated prior to commencement of the work. The calibrations shall be performed and verified in the presence of the agency or the agency's representative. Once calibrated, the aggregate and emulsion flows shall not be changed without the approval of the agency. The water and additive may be adjusted in the field to control the mix properties to produce an acceptable mix. With agency approval, previous calibration documentation covering the exact materials to be used may be acceptable provided they were made within the last 3 months.

6.4 Emulsion Pump

The emulsion pump shall be a heated, positive displacement type pump.

6.5 Spreading Equipment

Attached to the machine shall be a hydraulically adjustable type spreader box with a positive screed adjustment for yield control. The box shall be attached to the mixer, equipped with ribbon flights mounted on an adjustable shaft to continually agitate and distribute the material throughout the box. The box will be equipped with curb bumpers and replaceable runners with a minimum of 5ft long end runners. The box shall be equipped with a sufficient walkway to provide access to either side of the spreader box without walking through the freshly applied material. The box must be capable of laying mix to a width of 14ft. The equipment shall provide sufficient turbulence to prevent the mix from setting in the box or causing excessive build-up or lumps. To prevent the loss of mixture from the box, the contractor shall attach flexible seals, front and rear, in contact with the road. The full width application box shall be equipped with a secondary strike-off located approximately 2 to 3 ft behind the primary strikeoff to minimize transverse corrugations. The secondary strike-off shall have elevation and width adjustments similar to the primary strike-off. It shall have a pivot point where it can be tilted for texturing or raised completely off of the surface. The use of burlap drags or other drags necessary to obtain the desired surface texture, shall require approval by the agency. Drags having excessive build-up shall be replaced. Drags shall be kept in a completely flexible condition at all times.

6.6 Rut Box

When the plans require that wheel ruts greater than 0.5 inch in depth be filled prior to placing the finished wearing course, material shall be placed with a specially designed rut filling spreader box. For ruts of less than 0.5 inch, a full width scratch course using the conventional spreader box is acceptable. Rut boxes are typically designed to be 5 feet or 6 feet wide. Where ruts exceed 1.5 inches, multiple passes with the rut box are necessary. All rut filling should be allowed to cure under traffic for at least 24 hours before the final surface course is placed. Aggregate used in mixtures for filling ruts, depressions, utility cuts, and others shall meet the requirements of Type III.

6.7 Auxiliary Equipment

Suitable surface cleaning equipment, barricading equipment, hand tools and other support equipment shall be provided by the contractor as necessary to perform the work.

7 Test Strip

Prior to the beginning of the project, the contractor may be required to perform a test strip in a suitable area such as a parking lot or staging area to assure the materials, contractor personnel and equipment are suitable to produce a satisfactory premium micro surfacing mixture. The location for the test strip shall be approved by the owner. The test strip may be conducted as part of the calibration procedure and may be considered as a part of the project. The test strip shall be performed in similar conditions as those expected during the project.

8 Weather

The premium micro surfacing mixture shall be applied only when both the pavement surface and the ambient temperature is at least 50°F and rising, the weather is not foggy rainy and there is no forecast of temperatures below 32°F within 48 hours from the time of placement.

9 Traffic Control

Prior to start of the project, a traffic control plan shall be developed to address all aspects of traffic control, including without limitation, coordination with local officials and traffic control equipment and methods. The traffic control plan is intended to promote controlled traffic flow through the project in

order to protect the safety of the contractor and owner personnel, the public, and the product. The traffic control plan shall remain in place until the product has sufficiently cured to withstand traffic without damage. Any damage to the newly applied premium micro surfacing due to or the premature release of traffic shall be repaired to the satisfaction of the owner at the contractor's expense.

10 Surface Preparation

10.1 General

Prior to applying premium micro surfacing, the pavement surface shall be cleared of all loose material, silt spots, vegetation, and other objectionable material. If water is used, cracks shall be allowed to dry thoroughly before applying the premium micro surfacing. Manholes, valve boxes, drop inlets and other service entrances shall be protected by a suitable method. Thermoplastic and other striping should be removed or protected. The agency shall approve the surface preparation prior to application of the premium micro surfacing.

10.2 Cracks

Cracks wider than 0.25 inches should be treated with an approved crack sealer 30 days prior to application of the premium micro surfacing.

10.3 Patching

Prior to application, all failed pavement sections should be removed and patched using accepted best practices and quality materials. The perimeter of excavated areas should be milled or saw cut to form a neat vertical face. Unstable areas of sub-grade should be back filled with well-graded and compacted aggregate, and filled flush with the pavement surface with an appropriate asphalt aggregate mixture.

11 Application

The premium micro surfacing mixture shall be spread on the prepared surface in such a way to leave a uniform finished surface. Care shall be taken when filling ruts to restore the designed profile of the pavement cross section. Excess crowning or overfilling of the rut area will not be permitted however best practice requires an approximate 1/8 inch crown per 1 inch of rut depth to allow for compaction by return traffic. The contractor shall use squeegees and lutes to spread the mixture in areas inaccessible to the spreader box and areas requiring hand spreading. A sufficient amount of material shall be carried at all times in all parts of the spreader box to ensure complete coverage. Adjustments to the additive will be permitted if necessary to control the breaking and setting properties. If hand spreading is necessary, the mixture shall be poured in a small windrow along one edge of the surface to be covered and then spread uniformly by a hand squeegee or lute. A smooth, neat seam shall be provided where two passes meet. Excess material shall immediately be removed from ends of each run. It shall be the responsibility of the contractor to produce, transport and place the specified materials in accordance with these specifications and as approved by the agency. The finished premium micro surfacing shall have a uniform texture free from excessive scratch marks, tears or other surface irregularities. The cured mixture shall adhere fully to the underlying surface. Based upon a visual examination or test results the Engineer may reject any work due to poor workmanship, loss of texture, raveling or apparent instability. Rolling of premium micro surfacing mixtures is generally not required. Exceptions are airports and possibly parking lots and other pavements where traffic is light or irregular. In the event rolling is required by the agency, best practice is to use no larger than a 10-ton pneumatic roller with a minimum of three passes over the mat the morning following application.

12 Material Storage and Handling

12.1 Asphalt Emulsion

The storage shall be adequate to meet the requirements of the production rate. All equipment used in the storage and handling of bituminous material shall be kept in a clean condition at all times and shall be operated in such a manner that there will be no contamination with foreign matter. The contractor shall comply with all material handling, storage, and safety requirements outlined in any applicable MSDS or other product label.

12.2 Aggregate

The mineral aggregate shall be handled in such a manner as to prevent segregation, mixing of the various materials or sizes, and contamination with foreign materials. The grading of aggregates proposed for use and as supplied to the project shall be uniform. Suitable equipment of acceptable size shall be furnished by the contractor to maintain the stockpiles and prevent segregation of aggregates. The aggregate shall be passed over a scalping screen immediately prior to transfer to the micro surfacing mixing machine to remove oversized material. In addition, the scalping screen unit, when payment for aggregate is by the ton, shall be equipped with certified scales, capable of providing an automated ticket printout for each truck load of material delivered to the micro surfacing machine. Each ticket shall include the project number, ticket number, truck number, date and weight of material loaded. Aggregate intended for use on the project shall be maintained in such manner as to protect it from contamination by debris and excess moisture. Large or oversized particles shall be removed from the aggregate by screening or other acceptable method prior to use on the project.

13 Workmanship

13.1 General

Excessive buildup, uncovered areas, or unsightly appearance shall not be permitted on longitudinal or transverse joints. Longitudinal joints shall be placed on lane lines and excessive overlap shall not be permitted. Care shall be taken to insure straight lines along the roadway centerline, lane lines, and shoulder or edge lines. Lines at intersections shall be kept straight to provide a neat and uniform appearance.

13.2 Finished Surface

The finished surface shall have a uniform texture free from excessive scratch marks, tears, or other surface irregularities. Excessive tear marks are considered four marks that are 1/2" wide or wider and 6" or more in length per 100 square yards or any marks 1" wide or wider or 4" in length. The edges of the premium micro surfacing shall be neat in appearance and longitudinal alignment shall be parallel to the roadway centerline.

13.3 Joints and Seams

The longitudinal and transverse joints shall be neat in appearance and uniform. Transverse joints shall be constructed as butt-type joints. No excessive buildup, uncovered areas or unsightly appearance will be permitted on longitudinal or transverse joints. Longitudinal joints shall be placed on lane lines when possible. Gaps between applications shall not be permitted. Joints will be considered acceptable if no more than a 1/2" vertical space exists between the pavement surface and a 4-foot straight edge placed perpendicular on the longitudinal joint and no more than 1/4" placed across a transverse joint.

13.4 Irregular Areas

Areas which cannot be reached with the mixing machine shall be surfaced using hand tools to provide complete and uniform coverage. The area to be hand worked shall be cleaned and lightly dampened prior to mix placement. Care shall be exercised in areas that require handwork so that the finished surface is uniform in texture, dense and of overall neat appearance comparable to that produced by the spreader box. Material required to repair deficiencies due to unsatisfactory workmanship shall not be paid for but shall be entirely at the contractor's expense. When transitions are included as part of the work, then these areas are to be surfaced prior to application of the main line. This shall include intersections, turnouts, radii, ramps, etc.

14 Measurement

Premium micro surfacing shall be measured and paid for by the square yard. The price shall be full compensation for furnishing all materials, for preparation, mixing and applying these materials and for all labor, equipment, tools, test design, clean up and incidentals necessary to complete the work as specified herein and set forth in the plans. In lieu of measurement by the square yard, premium micro surfacing may be measured by the ton of aggregate and gallon of emulsified asphalt. The aggregate shall be weighed on certified scales. The weight will be based on a 2000-pound ton and the aggregate will be corrected for moisture. The mineral filler will be counted by the sack of 94 pounds and will be included in the payment for aggregate. Emulsified asphalt shall be measured

15 Payment

Payment shall be in consideration of all materials, tools, labor and other items as necessary to complete the project as required by the plans. The premium micro surfacing shall be paid for by one of the following options:

- By the square yards covered.
- By the gallons of emulsion and ton of aggregate used.

MICROSURFACING BID

Furnish and Place:

DESCRIPTION	PROJECT QUANTITY	UNIT	UNIT COST
SLURRY SEAL, TY2	Less than 50,000 SY	SY	
SLURRY SEAL, TY2	50,000 to 100,000 SY	SY	
SLURRY SEAL, TY2	100,000 to 150,000 SY	SY	
SLURRY SEAL, TY2	Greater than 150,000 SY	SY	
SCRUB SEAL	Less than 50,000 SY	SY	
SCRUB SEAL	50,000 to 100,000 SY	SY	
SCRUB SEAL	100,000 to 150,000 SY	SY	
SCRUB SEAL	Greater than 150,000 SY	SY	
MICROSURFACING, TY II	Less than 50,000 SY	SY	
MICROSURFACING, TY II	50,000 to 100,000 SY	SY	
MICROSURFACING, TY II	100,000 to 150,000 SY	SY	
MICROSURFACING, TY II	Greater than 150,000 SY	SY	
MICROSURFACING, TY III	Less than 50,000 SY	SY	
MICROSURFACING, TY III	50,000 to 100,000 SY	SY	
MICROSURFACING, TY III	100,000 to 150,000 SY	SY	
MICROSURFACING, TY III	Greater than 150,000 SY	SY	
MICROSURFACING HIGH POLYMER	Less than 50,000 SY	SY	
MICROSURFACING HIGH POLYMER	50,000 to 100,000 SY	SY	
MICROSURFACING HIGH POLYMER	100,000 to 150,000 SY	SY	
MICROSURFACING HIGH POLYMER	Greater than 150,000 SY	SY	

VENDOR NAME:_____

ADDRESS: _____

MILEAGE _____ FROM VENDOR'S YARD TO NORTH MAINTENANCE BARN LOCATED AT:
18382 HIGHWAY 43, KILN, MS 39556

DELIVER BID TO HANCOCK COUNTY BOARD OF SUPERVISORS
HANCOCK COUNTY ANNEX
854 HIGHWAY 90, SUITE A
BAY SAINT LOUIS, MS 39520

REVISED NOVEMBER 8, 2019