

BOARD OF BIDS AND CONTRACTS APRIL 11, 2019

**ITEMS REQUIRING BOCC APPROVAL
(3 Items)**

1. ROAD IMPROVEMENTS -- PUBLIC WORKS
FUNDING -- R331 TRAFFIC CONTROL 16+
 (Request sent to 46 vendors)

RFB #19-0035 SC #8000145302

Engineer's Estimate: \$784,070.00	Traffic Control Services, Inc.	
2019 Painted Pavement Marking (R331)	\$614,934.90	
Bid Bond	Y	
No Bid	Bob Bergkamp Construction	Dondlinger Construction
	Nowak Construction Co., Inc.	Pearson Construction, LLC
	Unruh Excavating	Wildcat Construction

On the recommendation of Josh Lauber, on behalf of Public Works, Richard Powell moved to **accept the bid from Traffic Control Services, Inc. in the amount of \$614,934.90**. Linda Kizzire seconded the motion. The motion passed unanimously.

This project includes pavement marking for approximately 216.75 miles of selected county roads.

Questions and Answers

Russell Leeds: Do we have any questions from the board?

Linda Kizzire: Why did we only get one bid?

Jim Weber: There are other contractors that provide this service. In fact, one of them I know is a subcontractor on some of the other paving jobs that we're doing. We don't know. This is a lot of going out and painting.

Linda Kizzire: Okay, and there's no chance of us getting another paint truck?

Jim Weber: We gave that up during budget cuts a long time ago. That would involve adding two people and the equipment is pretty expensive to buy into, so bid includes everything. I can tell you that this year's unit price is slightly lower than last year's price. We do a north half and a south half and this is the bigger one. So the total price, if you would compare them you would say that's a lot higher. But the actual unit price for painting is lower.

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2. ROAD IMPROVEMENTS -- PUBLIC WORKS

FUNDING -- R175 PREVENTIVEMX - 16+

(Request sent to 46 vendors)

RFB #19-0036 SC #8000145304

Engineer's Estimate: \$2,316,184.95	Cutler Repaving, Inc.	
2019 Asphalt Surface Recycling & Paving (R175-A)	\$1,786,798.06	
Bid Bond	Y	
No Bid	Bob Bergkamp Construction	Dondlinger Construction
	Nowak Construction Co., Inc.	Pearson Construction, LLC
	Unruh Excavating	Wildcat Construction

On the recommendation of Josh Lauber, on behalf of Public Works, Angela Caudillo moved to **accept the bid from Cutler Repaving, Inc. in the amount of \$1,786,798.06.** Linda Kizzire seconded the motion. The motion passed unanimously.

Asphalt surface recycling and paving involves rehabilitating the surface layer of existing asphalt pavement. Recycling shall be performed with a single machine specially designed to simultaneously perform the multi-step process of heating and milling the asphalt surface, thoroughly mixing in rejuvenating oil, reshaping the old asphaltic surface and then placing a minimum of 1" overlay of a new hot mix asphaltic.

Cutler Repaving, Inc. is the only vendor in our region with this capability and has performed this work for the county every year since 1998.

Questions and Answers

Russell Leeds: Questions from the board?

Angela Caudillo: Is this the only vendor in the area that can perform it, are there other municipalities that do this kind of work or are they using alternative processes? Are we the only people in town who buy it? I'm just curious why another organization wouldn't develop the capability to do it or if we're the only ones demanding it?

Jim Weber: I don't know who else in this region that is using it. This company that does it is coming out of Lawrence. So they're in the State. The City of Wichita at one time did use it. Then they stopped using it. It's kind of a preference, but they do this work in a lot of places. We try to be very selective about where we use it. You can't do it twice in the same road, so you have to get it into the preventative maintenance plan where you do it and it works. You get the benefit for a long time. It's a little more expensive than some things. We try to invest in long term things. City of Wichita they've got a real shortage of funding for maintenance work. So they're having to choose less expensive things even though they might not get the life out of it that we would get of this Cutler Repaving, Inc. The real problem is that this machine is built by this company. Anybody could do it, but you would have to build this machine from scratch. They have a fleet of 10 or 12 of these that they're using all over the country. Parts come from Germany. It's a really unique piece of equipment built for a single purpose, which is this project. Does this answer your questions?

Angela Caudillo: I think so. What I'm hearing you say is that we may be choosing a more expensive technology, but it has a longer life and because we have the funding to be able to do it, it's the choice we make.

Jim Weber: I think that's fair.

Angela Caudillo: Okay.

Russell Leeds: When you talk about recycling, can you talk about the benefits of recycling asphalt and are there alternatives that are being used in the area?

Jim Weber: Dave would tell you that asphalt is the most recycled material in the world. I think that's probably true. This one we're creating a 2" lift. Half of it is recycled right out of the old pavement. Creating asphalt takes a lot of energy, heat, oil, and then you've got the aggregate materials that go into it. We use a lot less oil. This rejuvenating oil that goes into this process is not as much as if you were making new asphalt. So we put a little bit of rejuvenating oil in with the existing oil. I guess I should just say this, so when you see an asphalt road go from black to gray that is literally sun damage to the asphalt. A lot of what we're doing is trying to either protect that upper layer of oil or put oil back into it because asphalt is a pliable material. Oil is what protects it. When we're doing the Cutler, we're extending the life of the asphalt that we've already paid for once and put down there. In this case with Cutler we're able to put another inch of new asphalt in with it. But again it makes a good product. The other thing that we're doing that's a recycling process it's a different type of train. This year we just had that one it was the Dustrol contract. That one does not add the new asphalt to it, so it's a series of equipment. This thing is 500-600 feet long when you get it going so we have to pick a long stretch of road that they don't make turns on. They get this thing set up and they just roll down the road and do it for miles. It recycles but we still have to seal that road. We use a less expensive seal on top of that. Cutler is much more mobile. They can make the turns better and get into tighter places. That's why we like them in urban areas where we can stretch out 600 feet of equipment. So that's what goes into what our engineers are looking at what processes are we going to use, it has to do with what can we actually do and who can do it the best.

Russell Leeds: How many miles is this going to cover?

Jim Weber: This Cutler job is five.

Russell Leeds: Five miles.

Jim Weber: This is on 29th Street out through St. Marks.

Russell Leeds: Any further questions?

Richard Powell: Sir, taking a look with extending the life of the pavement. What kind of a time frame are we talking about that we're extending that life out by doing this versus by not doing it?

Jim Weber: It's a little bit complicated answer, but every 6 years we go over every piece of road we have. But it's the train of things that we go through. But in 6 years we come back instead of using the Nova Chip, which you also see is relatively expensive as well. We can come back with a seal course because we've already worked the top 2". So we're back to preserving the top surface of the road. It's hard to look at it with just one thing. But in an overall plan that we do with Cutler we come back with a seal, we come back with a Nova Chip over 40 years. We get the right combination of things. We are coming back every 6 years because we do need to protect that surface.

Richard Powell: Understand. Thank you, sir.

Linda Kizzire: So it's about \$350,000.00 a mile.

Jim Weber: I would not argue with the Treasurer on the math.

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**3. WEST YARD FABRIC MEMBRANE SALT STORAGE STRUCTURE -- PUBLIC WORKS
FUNDING -- SALT STORAGE WEST YARD**

(Request sent to 27 vendors)

RFB #19-0026 SC # Pending

Engineer's Estimate: \$230,300.00	A&B Construction LTD	Greystone Construction Company
Engineer's Estimate Alternate #1: \$260,300.00		
LS, Base Bid, Salt Storage Structure (80' x 100')	\$76,113.00	\$183,500.00
Alternate #1 - Front Wall Addition, 2 Ea.	\$10,169.00 Ea.	\$10,714.00 Ea.
	\$20,338.00	\$21,428.00
Grand Total	\$96,451.00	\$204,928.00
Bid Bond	Y	Y
No Bid	Bauer & Son Construction	Bulk Storage, Inc.
	Clearspan Fabric Structures	DCT Buildings
	Dondlinger Construction	Form Systems
	Larry Cook Construction, LLC	Structures Unlimited, LLC

On the recommendation of Josh Lauber, on behalf of Public Works, Russell Leeds moved to **accept the low bid from A&B Construction LTD in the amount of \$96,451.00**. Richard Powell seconded the motion. The motion passed unanimously.

The purpose of this project is to replace a detreated metal roof of an existing salt storage structure at the Public Works West Yard. The West Yard is located at 4701 S. West St. Public Works has chosen to use a fabric cover for the new salt storage building, which is becoming the standard for such uses due to its low square foot cost of construction and minimal foundation requirements. It also requires less artificial lighting due to the permeability of natural light through the fabric cover. The building walls will remain in-place with no decrease in storage capacity. This will be the second fabric structure for this use by Public Works.

The original metal roof was constructed in 1993. It has deteriorated due to age and severe salt corrosion. The fabric structure will be designed to withstand high wind loads of up to 92 mph without damage. If the fabric is damaged as a result of EF-2 or greater winds, it can easily be repaired.

Questions and Answers

Richard Powell: Is there any concern for damage from large hail?

Jim Weber: I don't think we've talked about that. If you drive around the country, these are all over the place. I don't think hail has been an issue for them. They are fabric structures so a lot of the cost of this is the steel framework, which typically would not be damaged. If we lose fabric, we would replace the fabric. We have one at the North Yard we did in 2015 that had some minor damage from a windstorm and it was a matter of tuning it up. It's kind of a big tent and there's straps you have to tighten up or sew a patch in.

Russell Leeds: So low square footage cost does represent some type of identifiable savings over a traditional roof?

Jim Weber: Definitely. The difference between this one and the one at the North Yard, is the North Yard we had to start from scratch. We put a floor in and built a concrete wall that would withstand the load of salt that is stacked in. The concrete structure this building sits on today is in great shape so we get to reuse all of that. We'll have a separate contract for a demolition contractor to come and take the steel off of this thing and this group will come in and put the new structure up on top of it and will be ready to go. They are very nice in terms of getting a lot of light into them. There's less there to corrode. The steel structure is a hot dipped galvanized structure, which will do a lot better job withstanding the wind. The building that was there was a red iron steel building. If you're on the CIP, you can see the pictures. Literally we have steel members that are rusting out at the bottom and kicking out on us. So it's become time to do something before it falls in on somebody.