

**BOARD OF BIDS AND CONTRACTS APRIL 5, 2018**

**1. ROAD IMPROVEMENTS -- PUBLIC WORKS**

**FUNDING -- R175 PREVENTIVE MX-16+**

(Request sent to 46 vendors)

RFB #18-0020 S/C #8000125430

|  |                              |                         |                      |
|--|------------------------------|-------------------------|----------------------|
| Engineer's Estimate: \$1,589,903.85  | <b>Cutler Repaving, Inc.</b> |                         |                      |
| Asphalt surface recycling & paving and pavement marking on selected roads in Sedgwick County, Kansas | <b>\$1,297,167.17</b>        |                         |                      |
| Bid Bond   | <b>Y</b>                     |                         |                      |
| No Bid   | Bergkamp Construction        | Dondlinger Construction | Nowak Construction   |
|  | PCiRoads                     | Reece Construction      | Wildcat Construction |
|  | Unruh Excavating             |                         |                      |

On the recommendation of Kristen McGovern, on behalf of Public Works, Talaya Schwartz moved **to accept the bid from Cutler Repaving, Inc. in the amount of \$1,297,167.17.** Tim Myers seconded the motion. The motion passed unanimously.

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

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.

***Question and Answers***

Tim Myers: How many miles are we looking at?

Kristen McGovern: It's 5.3 miles.

Tim Myers: Is that one in each district?

Jim Weber: No, the R342 is designed to do one in each district. Because this type of construction works better on the curb and gutter sections and some tighter locations it's not targeted to particular districts, it's just where we need it and I can't tell you where they are right now but there are not one of these in each district

Tom Stolz: It is based on analysis of all of the County Road system where we need these fixes to happen?

Jim Weber: That's right.

Linda Kizzire: So is this kind of an improvement to what we approved last week we were doing the hot mix cold mix debate, whether we would have to go out five or six years to do some additional work on these?

Jim Weber: Our toolbox has four, five, six things in it at any given time. This is one of the things that we use in a cycle that's currently six year cycle. For example the ones we talked about last week, someday they might get this particular treatment but it's going to be 6 years down the road or 12 years down the road, now those are not the best candidate just because of the construction. This is something we do on a hot mix road, this is something down the middle of Spirit, for example on Oliver or MacArthur where we're down in the curb and

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gutter. Because this doesn't really add much to the thickness and it rejuvenates the whole thing and it can be done under traffic, it works really well. We don't use this everywhere but you know where it's the right choice we will use it. This is five miles, we got 400 miles of hot mix paved road. So this is small part of what we are doing.

Tom Stolz: We do this every year right?

Jim Weber: We do a little bit every year, right.

Tom Stolz: You have cold mix, you have your slurries, and this is for the better roads in the county?

Jim Weber: Yes.

Tom Stolz: This techniques and structure? So this is for five miles of fixing up high-volume high-traffic roadway anywhere in the county that is in the roughest shape right now, is that accurate?

Jim Weber: Well, that's in good shape. We hope to do that on stuff that is good shape. We have a good base, everything that goes underneath it is good. This is a process we want to use because we can redo the cracked seals, we can essentially make the cracks disappear. There's a rejuvenating oil that goes into this, we're actually recycling and we're milling. Adding this rejuvenating oil recycles it and makes this old material fresher again and then we're adding one inch of new material on top of all of that so you get a very good surface.

Tom Stolz: How do you pick a 5-mile if it's not the worst? Is it the highest traveled? Or how do you make the determination of where this goes?

Jim Weber: Depends on the condition. If we had a lot of potholes, we wouldn't want to do it without doing a lot of patching but again there's a circuit for this. Out of the 400 miles that we have there may be 50 or 60 that are really good candidates for this. We have another process that is similar to this, but it has literally a 600-foot long paving train so that's one that we can only use where we can line them up for five or six miles like out on West Macarthur. We turn them loose for eight miles last year because they can't turn it, and they can't do much to break it down. This one is a much more portable set up that they can drive it in anywhere we need it, they can take a curb and they can work around.

The other thing I wanted to mention about this one is, out of this \$ 1,300,000 only \$500,000 to \$600,000 is for things that are being done by the Cutler Repaving Company.

There is material that comes in from local suppliers, local truckers haul the materials, the traffic control is being done by local subcontractor, and traffic markings is being done by local subcontractor. We don't take those bids, but out in the marketplace they have done all that.

Tom Stolz: Culter has?

Jim Weber: Culter has, right. We just deal with Cutler, and we know who shows up. They don't have an asphalt plant so they don't make any asphalt. This is a custom-built machine that they build themselves, other people could do it but you got to be willing to put \$ 2,000,000 into a machine that will do exactly this thing.

Talaya Schwartz: Do you do this release for bid every year?

Jim Weber: Yes, since 1998.

Talaya Schwartz: Is there a reason why we have to do it every year? Maybe that's a legal question? But if they are the only vendor in the region we are wasting a lot of time on process.

Joe Thomas: Well the reason, you notice it says sent to 46 vendors, we never know when there may be a new entry into the market. Jim would find out before we do, but just to be safe and do our due diligence we send it to everyone because you never know when things change.

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Talaya Schwartz: Is there any way you can do the contract for multiple years?

Jim Weber: I don't know, there are other things that happen in the market we are using asphalt so oil prices fluctuate all material prices fluctuate. Probably the part that Cutler is doing does not fluctuate that much, they are bring in a crew, equipment and coordinating with other contractors. We have materials that we will put out on us a multi-year renewal contract, but sometimes we ditch those halfway through because the price of the material has dropped. We don't have a problem doing this every year. It's really pretty straightforward for us I don't have a problem with a multi-year contract. I think Joe's right, there's a possibility somebody else in the country is doing it but we don't know who they are, we haven't found them. Cutler travels all the way from the South, a lot of the South Florida, Texas, and everywhere in between. I don't know how many machines that have, this is all they do, and this is what they do so it's specialized. But Joe is right, if somebody else shows up we would love that somebody else showed up. But it look more like the deal we had last week, if we could we can get more than 3 bidders on a job we are thrilled.

Tom Stolz: Sounds like the answer to Talaya's question, in short, is this too volatile?

Joe Thomas: Yes

Jim Weber: Anytime you go to a contractor and say, "Will you lock in the price for stuff like oil"....