

**ITEMS REQUIRING BOCC APPROVAL
(6 ITEMS)**

1. ROAD IMPROVEMENTS -- PUBLIC WORKS**FUNDING -- R175 PREVENTIVE-MX-16+**

(Request sent to 46 vendors)

RFB #18-0032 S/C #8000127538

Engineer's Estimate: \$ 227,827.00	Andale Construction, Inc.		
2018 High Dense Seal (R175-P)	\$223,337.18		
Bid Bond	Y		
No Bid	Bergkamp Construction	Vance Brothers, Inc.	RoadSafe Traffic Systems
	Unruh Excavating	Nowak Construction Co, Inc.	Dondlinger & Sons
	Traffic Control Services	Wildcat Construction Co., Inc.	

On the recommendation of Kristen McGovern, on behalf of Public Works, Jennifer Dombaugh moved to **accept the bid from Andale Construction, Inc. in the amount of \$223,337.18.** Richard Powell seconded the motion. The motion passed unanimously.

Project R175-P is for a High Density Mineral Bond (HDMB). This is a mixture of asphalt emulsion and aggregates applied as a high density roadway surface preservation treatment. Asphalt seals are engineered to preserve the native asphalt binder in roads by protecting it from oxidative damage. Sedgwick County Public Works has utilized various types of roadway seals over the years in its pavement preservation program. Most recently, they have tried two (2) very similar seals: a frictional seal and a high density mineral bond seal.

Both of these seals combine aggregates with an asphalt emulsion. The frictional seal did not provide sufficient protection based on several test sites. The high density mineral bond, on the other hand, has proven successful thus far when used in combination with other types of road projects. This year we are utilizing the HDMB seal in a standalone application as we continue to evaluate its effectiveness and range of use. Andale Construction, Inc. is the only franchisee for this asphalt preservation product in this area.

Note: 2018 High Dense Seal (R175-P) consists of 68,251 S.Y. of High Density Mineral Bond (HDMB). Included in this number are 3 parking lots at Sedgwick County Park: Cottonwood Shelter Lot, Boundless Playground Lot, and the Lot NE of the South Entrance, totaling 10,377 square yards of parking lots. Also included are 1.25 miles of Cheney Main Street (Shadybrook to MacArthur), and 0.5 miles of 295th Street (Kellogg and 15th St S).

Questions and Answers

Richard Powell: If we only have one vendor that provides this type of product, I'm assuming this is a routine maintenance of roadways like they normally do on an annual basis?

Jim Weber: Is that the question?

Richard Powell: Yes, sir.

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Jim Weber: Yes it is; this is part of our annual preventive maintenance. We have about \$9,000,000.00 a year we spend on preventive maintenance of wide variety of types and projects. This one this year, we're using it in three of the parking lots out at the Sedgwick County Park. About 3/4 miles of roadway, I think we are having good luck with it. It's a very small part of our program, it's one of those that we can use it when we can.

Richard Powell: If this is a practice that we normally do, any ideas or thoughts of why there's only one vendor that provides that level of service or product if this is a common practices? Is this something that only Sedgwick County has a common practice?

Jim Weber: No, in fact they are doing it for communities around here. The issue is that it is another one that takes specialized equipment, you either gear up for it or you don't. So they tend to be working in our region.

Richard Powell: We had a discussion about a similar situation the last time we had a bid board meeting.

Jim Weber: Yes we did.

Richard Powell: Different product?

Jim Weber: Same kind of problem.

Richard Powell: Right, thank you.

Tom Stolz: Jim, in the several hundred miles of roadway that we have in the county, what makes the half a mile or that small piece of roadway for this product different from all the other miles?

And you said it was for three parking lots too? Is this a better products for parking lots? Are you going to use some on roadways? How do you determine?

Jim Weber: It is probably a better product where the speed are slower, one of the reason why it's good for parking lot, they are low speed. Cheney Main Street is one of them, so that's going to be low speed. It is also going to depend on the condition of the asphalt that is under it, what we got coming up to it and how well it's going to work with it. It's a combination of things.

Tom Stolz: Without looking at the other kinds, seems like we have these each week, is this more expensive or less expensive than other types of pavement that we do on county roads?

Jim Weber: This is on the less expensive side.

Tom Stolz: Lesser side.

Jim Weber: The thickness of this is more like a seal. Nova chip for example, which we do a lot of, that's 1/2 an inch thick this is 1/10 of an inch, it's a seal.