

BOCC APPROVAL APRIL 10, 2019
BOARD OF BIDS AND CONTRACTS APRIL 4, 2019

ITEMS REQUIRING BOCC APPROVAL
(3 Items)

1. ROAD IMPROVEMENT-- PUBLIC WORKS

FUNDING -- R175 PREVENTIVEMX-16+

(Request sent to 46 vendors)

RFB #19-0025 S/C #8000144936

Engineer's Estimate: \$586,611.50	Dustrol, Inc.	
2019 Hot-In-Place Asphalt Recycled Pavement (R175-M)	\$551,632.29	
Bid Bond	Y	
No Bid	Bettis Asphalt & Construction, Inc.	
	APAC-Kansas, Inc.	Cillessen & Sons, Inc.
	RoadSafe Traffic Systems	Traffic Control Services

On the recommendation of Joseph Thomas, on behalf of Public Works Richard Powell moved to **accept the bid from Dustrol, Inc. in the amount of \$551,632.29**. Ellen House seconded the motion. The motion passed unanimously.

Hot-in-Place Asphalt Surface Recycling (HIR) is a form of asphalt recycling that utilizes a train of equipment to correct surface distress in the top 2" of the road. This method uses a plant that heats the pavement surface, scarifies the pavement surface using a bank of nonrotating teeth, adds a rejuvenating agent to improve the recycled asphalt binder viscosity then mixes and levels the recycled mix. The recycled asphalt pavement is then compacted using conventional compaction equipment.

This process restores surface flexibility, increases skid resistance, fills ruts and can reestablish the road crown, when needed, for improved drainage. An ultra-thin surface course or sealant, depending on traffic volume is needed to complete the process.

This road improvement project includes approximately 5 miles of two lanes from 29th St. North between 167th St. West and 247th St. West.

Note:

Bettis Asphalt and Construction, Inc. was contacted to inquire as to why they did not provide a bid. The vendor stated their current scheduling did not allow them to submit a bid response.

Russell Leeds: Do we have any questions from the Board. I have a couple questions. We had several no bid vendors, do most or all those vendors have the equipment and or the ability to do this work? They just elected not to do it for whatever reason.

Jim Weber: I was just looking at the list. Three of them who actually do traffic control, would not do this kind of work. APAC Kansas, we don't think they're set for that but they potentially could do that they're an asphalt contractor. They certainly should be somebody that would know about the bid work. Cillessen & Sons, Inc., RoadSafe Traffic Systems and Traffic Control Services don't do actual paving. They do pavement markings and signing. One of them may be subcontractors to Dustrol, Inc. in this case because Dustrol doesn't do that type of work. So it's good for these people to know about it because we need the subcontractors to know about to work with the contractors, but they're not going to bid as the primes.

Russell Leeds: It appears that Bettis Asphalt & Construction, Inc. probably has the capability but because of their scheduling and work load...

Jim Weber: Yes, Bettis bid last year. Bettis has been very successful with KDOT. So their schedule is full. They would have otherwise bid this, I think.

Russell Leeds: Okay, that's all I have. Any other questions from the board?

Richard Powell: One more, sir. This is our regular ongoing maintenance that we do throughout our county?

Jim Weber: Right. Part of our preventative maintenance program. We spend \$9.5 million a year on preventative maintenance. There are about 8 or 10 different contracts that we let to do different things in different places depending on the condition of the roads and what we're trying to do.

Richard Powell: Thank you, sir.

Russell Leeds: Any additional questions?