



SEDGWICK COUNTY, KANSAS
DIVISION OF FINANCE
Purchasing Department
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ADDENDUM 1
RFB #22-0017
HOT MIX ASPHALT

March 11, 2022

The following is to ensure that vendors have complete information prior to submitting a bid. Here are some clarifications regarding the bid for Hot Mix Asphalt for Public Works.

Questions and/or statements of clarification are in **bold** font, and answers to specific questions are *italicized*.

1. Do we include Sales Tax in our price?

Answer: No, the county is exempt from Kansas sales tax.

2. I need some mix specifications showing gradation & what type of AC.

Answer: HMA Commercial Grade Class A, PG-64-22.

3. The price of oil is very volatile right now. Would the county be willing to bid this based upon KDOT's Asphalt Price Index? If not, I believe the county should have pricing broke out per quarter, due to the fact that the liquid asphalt prices keep going up.

Answer: Option 1 establishes a firm unit price for an initial term of one (1) year.

Item	Est. Annual Usage	Unit Price	Extended Price
1. 3/8" Hot Mix BM-1 10% RAP	500 Tons		
2. 3/4" Hot Mix BM-2 or Equivalent up to 25% RAP	17,500 Tons		

Option 2: Sedgwick County will pick-up and haul from plant site. Pricing is subject to Asphalt Price Adjustment per 2015 KDOT Special Provision to the Standard Specifications 15-01009 and the Kansas Department of Transportation monthly Asphalt Material Index (AMI). The Kansas Department of Transportation-Bureau of Construction and Materials publishes AMI the first week of the month. The AMI for March 2022 is 561 and shall be the starting asphalt index (SAI) for the initial contract term. The AMI at the time of renewal shall serve as SAI during the renewal period. (Included)

[KDOT: Monthly Asphalt Material Index \(ksdot.org\)](http://ksdot.org)

Item	Est. Annual Usage	Initial Price
1. 3/8" Hot Mix BM-1 10% RAP	500 Tons	
2. 3/4" Hot Mix BM-2 or Equivalent up to 25% RAP	17,500 Tons	

Responding with pricing for option 1 or option 2 or both options 1 and 2 constitutes a valid response.

4. **The contract period. If the county decides to extend the contract to another year, does the contractor have the ability to renegotiate their asphalt price?**

Answer: Yes.

Firms interested in submitting a bid, must respond with complete information and deliver on or before **1:45 pm CDT, March 22, 2022**. Late bids will not be accepted and will not receive consideration for final award.

“PLEASE ACKNOWLEDGE RECEIPT OF THIS ADDENDUM ON THE BID RESPONSE PAGE.”

A handwritten signature in blue ink that reads "Tammy Culley". The signature is written in a cursive, flowing style.

Tammy Culley
Purchasing Agent

TC/ks

**KANSAS DEPARTMENT OF TRANSPORTATION
 SPECIAL PROVISION TO THE
 STANDARD SPECIFICATIONS, EDITION 2015**

ASPHALT PRICE ADJUSTMENT

1.0 DESCRIPTION

This is the method of price adjustment for asphalt materials (regardless of the type) used on the project. This specification applies when 06-01-06-Required Contract Provision Price Adjustment for Asphalt Material, latest revision, is a part of the contract, and the Contractor accepts that provision.

NOTE: If items of work listed in **subsection 2.0a.** are bid as alternates on the project, the price adjustment does not apply to those bid items for the conditions shown in **TABLE 1.**

TABLE 1: ALTERNATE BIDDING EXEMPT CONDITIONS
HMA bid vs. PCCP
HMA Base bid vs. Cement Treated Base
HMA Base bid vs. Roller Compacted Concrete

2.0 METHOD OF PRICE ADJUSTMENT

a. Items of Work Included.

The items of work subject to price adjustment are:

HMA Base (*)(**)(***)	Ton
HMA Surface (*)(**)(***)	Ton
HMA Overlay	Ton
HMA Pavement (#)(##)	Square Yard
HMA Pavement (#) Shoulder	Square Yard
Asphalt Cement (^)	Ton
HMA-Commercial Grade (Class +)	Ton
HMA-Commercial Grade (Class +) (Patching)	Ton
Cutback Asphalt	Ton

*Mix Designation

**Grade of Asphalt Cement

***Shoulder

Thickness

##Type of surface course asphalt mixture

^Type and Grade

+A or B

b. Price Adjustment. The Engineer will establish an Asphalt Material Index (AMI) each month. The AMI for each month is the arithmetic average of the Asphalt Cement “Selling Prices” for the “Midwest/Mid-Continent Market” – “Missouri/Kansas/Oklahoma” – “Kansas City area” and “Tulsa, Oklahoma/Southern Kansas” as listed in the “ASPHALT WEEKLY MONITOR®” published by “Poten and Partners” (www.poten.com) for the first week of that month. The first week of the month is defined as the week in which the first day (excluding Saturdays, Sundays and holidays) of the month is included. Information regarding the computation of the AMI is available from the Bureau of Construction and Maintenance, Topeka, Kansas.

The AMI is established on PG 64-22, and will be applied for all grades of Asphalt Cement (AC). The AMI for the month the Contract is let becomes the Starting Asphalt Index (SAI) for the duration of the Contract. The difference (plus or minus) between the SAI and AMI (to the nearest \$1.00 per ton) is the Monthly Asphalt Index Adjustment Factor (MAIAF). The MAIAF established for each month is applied to applicable work completed during that month. The MAIAF will only be applied when the increase or decrease differs \$10.00 or more from SAI.

The asphalt binder quantities will be determined on a lot basis. The lots will be the same lots used for the air voids payment adjustment.

(1) QC/QA asphalt. For projects in which QC/QA specifications are used and the plant is only supplying material to 1 KDOT project, or tied KDOT projects, supply KDOT with the daily asphalt binder tank stab values. Use this value minus any waste to determine the quantity of virgin binder used for the project.

If the Engineer chooses to use the ignition oven burn-off values to determine the virgin asphalt binder in the mix, then KDOT's Verification (QA) test(s) and the Contractor's Quality Control (QC) tests will be averaged.

The Percent of Virgin Asphalt Binder added to the Mix (P_{bv}) is determined by subtracting the Percent of Asphalt Binder in the Reclaimed Asphalt Pavement (RAP) (P_{br}) and Recycled Asphalt Shingles (RAS) (P_{br}) from the Percent of Asphalt Binder in the Mix (P_b) as calculated from the ignition oven test (KT-57).

The Contractor's P_{bv} values from the quality control tests are averaged for the lot. This value and the average of KDOT's P_{bv} value(s) obtained for the lot are averaged on an equal basis. Multiply this average P_{bv} value for the lot by the tons of HMA in the lot (T_m) to determine the amount of asphalt binder in the lot (T_b).

These values are totaled for the pay period (ΣT_b) and multiplied by the MAIAF for the month the material was placed to determine the Asphalt Binder Cost Adjustment for the pay period.

(2) Commercial Grade Asphalt. In the case of Commercial Grade Plant Mix, the P_{bv} will be determined by one of the following 3 methods as directed by the Engineer with input from the Contractor during the preconstruction meeting.

(a) The District Materials Lab will determine P_{bv} by obtaining the mix using KT-25 and performing KT-57 on the mix every 3,000 tons or weekly, whichever comes first. The results of the test will determine the virgin binder content of the mix for that period of time and be used to calculate the quantity of asphalt for the purpose of applying the asphalt price adjustment.

(b) The virgin binder content in the current mix design less 0.2% will be used to calculate the quantity of asphalt in the HMA.

(c) If the plant is only supplying material to 1 KDOT project, or tied KDOT projects, supply KDOT with the daily asphalt binder tank stab values. Use this value minus any waste to determine the quantity of virgin binder used for the project.

(3) Marshall mixes. For Marshall mixes, the Asphalt Cement quantity in tons used will be multiplied by the MAIAF for the month the material was used to determine the Asphalt Binder Cost Adjustment for the pay period.

(4) Cutback Asphalt. Payment will be made at 80% of the calculated quantity in tons used multiplied by the MAIAF for the month the material was used to determine the Asphalt Binder Cost Adjustment for the pay period.

The Engineer will make adjustment payments (or deductions) for the applicable work completed, using the bid item "Asphalt Price Adjustment". If the working days or calendar completion date expire, payments (or deductions) will continue to be applied, but the maximum MAIAF for the rest of the project is the MAIAF for the month the working days or calendar completion date expired.