

2. HOT MIX ASPHALT -- PUBLIC WORKS

FUNDING -- PUBLIC WORKS

(Request sent to 62 vendors)

RFB #25-0061 Contract

	APAC Kansas Inc., Shears Division	
	Qty.	Initial Price
1. Tons, 3/8" Hot Mix BM-1 10% RAP	500	\$64.00
2. Tons, 3/4" Hot Mix BM-2 or Equivalent up to 25% RAP	2,000	\$50.00
	Conspec Inc. dba Kansas Paving	
	Qty.	Initial Price
1. Tons, 3/8" Hot Mix BM-1 10% RAP	500	\$61.00
2. Tons, 3/4" Hot Mix BM-2 or Equivalent up to 25% RAP	2,000	\$59.50
	Pearson Materials LLC	
	Qty.	Initial Price
1. Tons, 3/8" Hot Mix BM-1 10% RAP	500	\$61.50
2. Tons, 3/4" Hot Mix BM-2 or Equivalent up to 25% RAP	2,000	\$51.50

On the recommendation of Britt Rosencutter, on behalf of Public Works, Philip Davolt moved to **accept the bid from Pearson Materials LLC and establish contract pricing based on the Asphalt Material Index (AMI) for one (1) year with two (2) one (1) year options to renew.** Anna Meyerhoff-Cole seconded the motion. The motion passed unanimously.

Item 1 - 3/8" hot mix asphalt, commonly referred to as BM-1 is a bituminous mixture containing a maximum of 10% recycled asphalt pavement (RAP). This process restores serviceability, adds strength, and improves the overall ride of the road and will be used by Sedgwick County to complete skim coat overlays on select county roads.

Item 2 - 3/4" hot mix asphalt, commonly referred to as BM-2 is a bituminous mixture containing not more than 25% recycled asphalt pavement (RAP). In addition to the traditional use of this product for patching potholes and repairing surfaces following roadwork, a few county roads will receive a hot mix asphalt overlay using paver equipment that was previously added to the Public Works' fleet.

Notes:

The AMI is a construction specification used by the Kansas Department of Transportation (KDOT) and Public Works for multi-year projects and during times of volatile oil pricing. It is being implemented here in order to effectively participate in the current market for hot mix asphalt. This monthly index tracks regionally significant price data for asphalt cement and allows for minor price adjustments monthly based on the change in price of asphalt cement. The formula for price adjustment as codified in the specification is being utilized and Public Works will be responsible for observing the monthly index and verifying price fluctuations.

Hot Mix Asphalt location analysis:

Pearson (Yard Average)			APAC (Yard Average 50%, 50%)		
HMA			HMA		
2500	Tons		2500	Tons	
166.6666667	Loads		166.6666667	Loads	
17.35	Miles - One Way		20.86	Miles - One Way	
34.7	Miles - Total/per load		41.72	Miles - Total/per load	
5783.333333	Miles - Total		6953.333333	Miles - Total	
105.1515152	Hours		126.4242424	Hours	
\$ 2,891.67	Fuel Cost		\$ 3,476.67	Fuel Cost	
\$ 15,904.17	Machine Costs		\$ 19,121.67	Machine Costs	
\$ 3,117.74	Labor Costs		\$ 3,748.48	Labor Costs	
Total Cost of Material and Delivery			Total Cost of Material and Delivery		
\$ 133,750.00	Material Cost		\$ 132,000.00	Material Cost	
\$ 15,904.17	Machine Costs		\$ 19,121.67	Machine Costs	
\$ 3,117.74	Labor Costs		\$ 3,748.48	Labor Costs	
\$ 152,771.91			\$ 154,870.15		

Questions and Answers

Tania Cole: Dan, did you have something you need to say?

Daniel Schrant: I didn't see my recommendation on my notes but I just want to make sure everyone is aware that this is not the low bid that we are recommending and I'm here to answer any questions on that. There was a bid from APAC and a bid from Pearson.

Philip Davolt: On page 2, the total showed that Pearson was lower. Is that true?

Daniel Schrant: So APAC was the low bid on the asphalt price so the amount that we'll be paying to APAC compared to Pearson would be lower but we're recommending going to Pearson when we add in the cost of fuel, the trucking wear and tear, and the labor hours that are involved with trucking. That's mostly due to the fact that we currently have a contract with APAC and we looked back through our tickets from this previous year and about 50% of the time we were driving to their Augusta plant location rather than using their plant here that's in Wichita. Because either 1) they were shut down or 2) they weren't producing the mix that we needed that day. When we look at the Pearson contract, we would be able to go to their plant facility, which is up by Brooks Landfill on West Street for all of our needs, but with the APAC bid, although they do say that they will have it available at their Wichita plant, our experience has been that again about half the time it is not available when we're having to drive into Butler County to get it.

Anna Meyerhoff-Cole: So just to summarize to make sure I understand, based on previous experience, while the pricing based on quantity as you wrote the bid, it does appear that they are lower. The actual resources needed based on where the material is located, you are anticipating based on the past that it would actually cost more?

Daniel Schrant: Correct.

Philip Davolt: You mentioned selected roads. Are there roads that you're already planning to do or is this in the future?

Daniel Schrant: No. This is as maintenance needs come up.

Anna Meyerhoff-Cole: Have you talked to APAC at all? If there will be a change in the availability at the Wichita location?

Daniel Schrant: We talked to both APAC and Pearson. APAC said that it would be available at their West plant location, which is the plant that's here in Wichita, local. Again, it's supposed to be available there this year and it just never was. So 50% of the time we were driving six (6) miles into Butler County to go get it. Pearson, on the other hand, they have their plant up north on West Street that is functional basically all of the time. They also have a plant down on Hydraulic that they typically do not run all the time. Sometimes we may be able to go there but they didn't offer that when we were talking to them so we did not use that plant location in our analysis.