



Legislation Text

File #: BID-1819-35, **Version:** 1

CONSIDERATION AND AWARDDING OF BID 1819-35 FOR THE PURCHASE OF PLANT MIX ASPHALT FOR THE STREET MAINTENANCE AND STORMWATER DIVISIONS.

BACKGROUND: The City of Norman's Street Maintenance Program utilizes the following asphalt materials on a regular basis throughout the year:

Superpave Type S-3, Type S-4 and Type S-5 is a base/surface course material with an aggregate gradation or blend of the mix containing larger aggregate with added modified polymers. These modified asphalt materials have qualities of compressive strength and increased shear resistance, and are used either as a base material or as pavement surface course material, per City of Norman Standard Specifications for paving of streets.

Emulsified Asphalt, Type SS-1 is for tack coat application on existing pavement surfaces and prime coat application on non-cohesive soil subgrade.

Container Patch Mix - Densely graded cold patch mix for pothole patching. For surface course asphalt concrete mix, use insoluble asphalt cement, for base courses, use binder asphalt cement.

With the exception of Emulsified Asphalt and Container Patch Mix all other materials are hot mix-hot applied and they are bid on the basis of dollars per ton delivered to the job site. These bid prices are adjusted for zone delivery as follows:

Zone Delivery of Asphalt Materials:

- **ZONE 1:** Centerline of Interstate 35 to western City Limits.
- **ZONE 2:** South right-of-way line of Robinson Street to northern City limits, centerline Interstate 35 to right-of-way of 60th Avenue East.
- **ZONE 3:** South right-of-way line of Alameda Street to northern City limits, east right-of-way line of 60th Avenue East to eastern City limits.
- **ZONE 4:** South right-of-way line of Alameda Street to southern City limits, east right-of-way line of 60th Avenue East to eastern City limits.
- **ZONE 5:** South right-of-way line of Robinson Street to southern City limits, centerline Interstate 35 to right-of-way line of 60th Avenue East.

Zone delivery bid prices have been specified since FYE 1985 and it has resulted in more competitive bid prices.

DISCUSSION: Bid 1819-35 was opened on December 6, 2018, for asphalt materials. Funding for these materials is available in the account numbers listed below. Container Patch Mix is a cold patch material that is utilized during times of inclement weather or emergency situations to make immediate repairs to pavement when hot mix asphalts are not available.

Bid term is for (2) years commencing February 1, 2019 after the date of award by City Council with adjustments in material price to be updated every four (4) months as outlined in the schedule below or until 30 days after notice has been given by the City of Norman of its desire to terminate the contract. The four (4) month price updating was implemented due to the constant fluctuation of the price of oil and discussion with the material suppliers. The suppliers could not give a single annual bid price that was not high due to this uncertainty. This method will ensure the best unit price based on current markets. The lowest unit price received for the four (4) month period will be the first call for material.

ADJUSTMENT SCHEDULE DATES

June 1, 2019
October 1, 2019
February 1, 2020
June 1, 2020
October 1, 2020

FUNDING SOURCES

General Fund Fiscal Year 2018-2019
Street Division - Asphalt/Asphalt Materials (010-5021-431.33-02) - \$265,000
Storm Water Division - Asphalt/Asphalt Materials (010-5022-431.33-02) - \$23,000

Capital Improvement Projects Fund FYE 2019
Rural Roads Improvement (Bond) (050-9371-431.61-01; BP0412) \$750,000
Asphalt Pavement Maintenance (050-9511-431.63-01; SC0640-SC0647) \$833,877
Asphalt Paver Patching (050-9692-431.63-01; SC0625 & SC0649) \$271,000
Rural Road Improvements (050-9696-431.63-01; SC0656-SC0658) \$400,000

RECOMMENDATION: Staff recommends Bid 1819-35 be awarded as follows:

Section 1A- Superpave Asphalt Type S-3 - Zones 1-5 and Batch Plant

Haskell Lemon Construction Company, Oklahoma City, low bidder
Paving Materials, Inc., first alternate bidder
T.J. Campbell Construction Company, second alternate bidder.

Section 1B- Superpave Asphalt Type S-4 - Zones 1-5 and Batch Plant

Haskell Lemon Construction Company, low bidder
Paving Materials, Inc., first alternate bidder
T.J. Campbell Construction Company, second alternate bidder.

Section 1C- Superpave Asphalt Type S-5 - Zones 1-5, Batch Plant

Haskell Lemon Construction Company, Oklahoma City, low bidder
Paving Materials, Inc., first alternate bidder
T.J. Campbell Construction Company, second alternate bidder.

Cancellation Charges - Asphalt Delivery - Cost Per Mile Per Truck

Haskell Lemon and Paving Materials, Inc. low bidders

Cancellation Charges - Asphalt Delivery - Cost Per Load Per Truck

Paving Materials, Inc., low bidder
Haskell Lemon Construction Company, first alternate bidder
T.J. Campbell Construction Company, second alternate bidder

Section 2A- Emulsified Asphalt, Type SS-1 or Equal, Delivered and Applied

T.J. Campbell Construction Company, low bidder

Section 2B- Emulsified Asphalt, Type SS-1 or Equal, Pickup at Plant

Haskell Lemon Construction Company, low bidder
Paving Materials, Inc., and T.J. Campbell Construction Company as the alternate bidders

Section 3A- Container Patch Mix, Pickup at Plant

T& C Asphalt Materials, Chandler, OK, low bidder
Crafcro, Inc., Naples, TX, first alternate bidder
Logan County Asphalt, Guthrie, OK, second alternate bidder

Section 3B- Container Patch Mix, 50 lb bags delivered

T& C Asphalt Materials, low bidder

Crafco, Inc, first alternate bidder
Logan County Asphalt, second alternate bidder

Section 3C- Container Patch Mix, Bulk

Asphalt Producers, Inc., Del City, OK, low bidder
Crafco, Inc., first alternate bidder
T.J. Campbell Construction Company and Logan County Asphalt, second alternate bidders

Section 3D- Container Patch Mix, Bulk Delivered

Asphalt Producers, Inc., low bidder, and Logan County Asphalt, alternate bidder

Staff recommends that the bid also be awarded to the secondary bidder and tertiary bidder so that the material will be available when the primary bidder cannot deliver it. In general, these bids prices are 9% higher than the bids received in 2017 because of increase in oil prices.