



CITY COUNCIL AGENDA ITEM

Date: July 1, 2011

To: John Szerlag, City Manager

From: Mark F. Miller, Director of Economic & Community Development
Steven J. Vandette, City Engineer

Subject: Agenda Item – Standard Purchasing Resolution #1: Award to Low Bidder
Contract 11-1 – Beach Road Pavement Rehabilitation

Background

Pavement rehabilitation on three (3) miles of Beach Road from Wattles to South Blvd. is necessary due to the pavement's deteriorated condition. Full depth reclamation (FDR) was the rehabilitation method chosen after considering several other more conventional options. FDR is a process where a set depth of asphalt pavement and a portion of the underlying granular base material is uniformly pulverized and blended to provide an upgraded, homogeneous base material. Once a stabilizing additive is introduced into the blended material it is then graded, shaped, and compacted to design parameters. Once completed, a final asphalt surface is placed over the upgraded homogeneous base material to complete the pavement rehabilitation process. FDR significantly reduces the project's environmental impact and energy (oil) consumption compared to other conventional pavement rehabilitation methods. Although this method has not previously been used in Troy, it has been successfully used elsewhere in Michigan and the United States following a growing trend to conserve resources by recycling existing pavements. FDR is consistent with many of the tenants of "Green Construction" such as sustainability, reuse, conservation of non-renewable natural resources, preservation of the environment, and reduction in pollution & landfill requirements.

This project conforms with the Scenic Parkway Design Standard that was established in 1976 by the Beach Road Study and used when the road went from gravel to asphalt. The goal of that standard was to minimize negative effects on the environment by following the existing topography and preserving existing vegetation. This project conforms with that by not changing the road's horizontal or vertical alignment, not adding any lanes and not removing any trees. There will be very little disturbance beyond the edge of the road as the existing pavement is being recycled in place and overlaid with hot mix asphalt that will match the existing grade of all driveways; thus preserving the road's elevation and the natural vegetation that provides screening for homes fronting onto Beach.

The work is anticipated to start in August and be complete by mid-November.

Bids were received and publicly read on June 29, 2011. The low bid of \$1,760,391.88 was submitted by Cadillac Asphalt, LLC, as can be seen in the attached bid tabulation summary. The engineer's estimate at the time of bidding was \$1,700,000.00. The low bid is therefore \$60,391.88 or 3.4% higher than the engineer's estimate.



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Recommendation

It is recommended that City Council award a contract for the Beach Road Pavement Rehabilitation project to Cadillac Asphalt, LLC, 4751 White Lake Road, Clarkston, MI 48346 for their low total bid amount of \$1,760,391.88.

In addition, we are requesting authorization to approve additional work, if needed, not to exceed 25% of the original project cost due to unknown road conditions exposed after the pulverization operation and prior to placement of the asphalt overlay.

Fund Availability

Funds for this work are included in the 20011/12 Major Road Fund. The budgeted amount includes funds for construction, inspection and contingencies.

Legal Considerations

Work was competitively bid and publicly opened with four (4) bidders responding. The award is contingent upon submission of proper proposal and bid documents, including insurance certificates, bonds and all specified requirements.

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BID TABULATION
CONTRACT 11-1
Beach Road Pavement Rehabilitation
City of Troy
Oakland County, Michigan

Bids Due: June 29, 2011
Project # 10.105.5

Total Bid Amount

Cadillac Asphalt, LLC	\$	1,760,391.88
Ajax Paving Industries, Inc.	\$	1,778,428.31
Barrett Paving Materials, Inc.	\$	1,866,232.83 *
Pro-Line Asphalt Paving Corp.	\$	1,968,200.39

* Corrected by Engineer