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Study Session:

1. Presentation of the 2018 Audit (pg. 2)
2. 2019 Riverfront Park Campground Operations (pg. 3)
3. Review City Infrastructure Manual (pg. 4)
4. Website Demonstration (pg. 15)

Special Meeting:

Open a Special Meeting

Action: Motion

5. Consider Bids for 10th Avenue Pavement Rehabilitation Project

Action: Motion (pg. 16)

Adjourn

Action: Motion

**Policy Report No. FIN-19-01
Presentation of 2018 Audit**

July 16, 2019

Prepared By:



Ruby Maline
Finance Director

Approved By:




Paul Kramer
City Manager

Issue:

Audrey Odermann, CPA, from Mize Houser & Company, P.A. will present the 2018 Audit. A copy of the audit report can be found at www.lvks.org.

POLICY REPORT NO. P&R 08-19
Parks & Recreation Department
2019 Riverfront Park Campground Operations
July 16, 2019

PREPARED BY:


Steve Grant
Parks and Recreation Director

REVIEWED BY:


Paul Kramer
City Manager

ISSUE:

Review operations for the remainder of the 2019 camping season at the Riverfront Park Campground.

BACKGROUND:

Seasonally the Riverfront Park Campground is open April 1st – October 31st. Due to flooding in 2019, the Riverfront Park Campground has yet to open this season. In anticipation of the flooding, staff hired electrical contractors to remove and protect electrical infrastructure associated with the electrical pedestals that serve the campsites. The river crested in March, leaving behind several feet of deposited silt and sand in the campground. Since that crest, the river level has come back up to the point that it has re-entered the campground area twice. Forecasts from the National Oceanic Atmospheric Administration for the remainder of the summer and into early fall call for additional river crest levels that would again impact the campground area.

DISCUSSION:

Does it make sense to officially close the campground for the 2019 camping season to avoid loss of future expenditures in both infrastructure as well as labor and equipment cost? Announcing such closer for the season would also provide potential patrons direction as they schedule travel and possible stopping/camping locations for the rest of the year.

**POLICY REPORT PWD NO. 19-35
CONSIDER APPROVAL OF THE DRAFT INFRASTRUCTURE MANUAL**

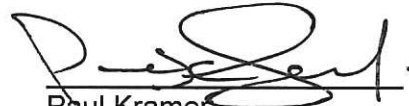
July 16, 2019

Prepared by:



Michael G. McDonald, PE
Director of Public Works

Reviewed by:



Paul Kramer,
City Manager

ISSUE:

Consider approval of the draft Infrastructure Manual

BACKGROUND:

Staff has been working to accumulate design expectations for infrastructure into a single document. A draft document has recently been completed. It is not intended to be a comprehensive technical reference, but rather a statement of expectations related to basic infrastructure. The City relies on American Public Works Association (APWA) and Kansas Department of Transportation (KDOT) technical publications for many design details.

The draft Infrastructure Manual shows the basic dimensions and design considerations for street, sidewalk, storm sewers and other public infrastructure. Some key policy changes that are proposed in the document are:

1. Asphalt Thickness is substantially increased for all new streets
2. A "Sidewalk Bond" is required to ensure all sidewalks are constructed on vacant lots after two years

City staff will have informal meetings with local groups such as engineers, contractors and developers to seek input this year. There may be a need for revisions based on these meetings. A revised manual would be brought back to the Commission for review.

RECOMMENDATION:

Staff recommend the City Commission approve the draft Infrastructure Manual which shows the basic dimensions and design considerations of the City's public infrastructure.

ATTACHMENTS:

Draft Infrastructure Manual



CITY OF LEAVENWORTH

MANUAL OF INFRASTRUCTURE STANDARDS

DRAFT

July 11, 2019

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I.	Street Design Standards
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IV.	Curbing Construction
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VII.	Materials
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IX.	Stormwater

I. Street Design Standards - Streets will be designed in accordance with existing sub-division standards. Technical specifications not covered in the adopted Sub-Division Regulations will meet current Kansas City Metro Chapter APWA published standards.

II. Street Construction Standards

- a) Street widths will be based upon street classification.
 - 1. Residential Streets will be 28' back to back, parking allowed on one side.
 - 2. Collector Streets – 36' back to back with no parking.
 - 3. Arterial Streets – 12' lane widths with no parking.

- b) Residential street pavement section will be designed and sealed by a professional engineer and approved by the City Engineer. (Pavement design is NOT required if the design engineer uses the minimum standard as identified below.)
 - 1. Standard residential street pavement section will be minimum of 8" asphaltic concrete placed upon 6" AB-3 base rock with a layer of geo-textile grid (Tensar Triax or equivalent approved by the City Engineer) on compacted sub-grade in accordance to Kansas City Metro Chapter APWA specifications.
 - 2. Subgrade - the subgrade shall be proof-rolled in accordance with the criteria outlined by the City Engineer to verify the subgrade is solid prior to the placing of the AB-3. Developers will perform the necessary soils testing to determine the appropriate method of constructing the subgrade should the soil fail the proof-roll. Should the soils testing recommend improvements beyond the standard requirements, those improvements will be provided at no cost to the City of Leavenworth. Such improvements may include such items, but not limited to:
 - Sub-surface drains
 - Geo fabrics
 - Special backfill requirements for drainage pipe

- c) Collector and arterial streets design will include a pavement design to specify pavement section. The pavement design will include a geotechnical report. The pavement design will be designed and sealed by a registered professional engineer and approved by the City Engineer.
 - 1. Standard collector street pavement section will be a minimum of 10" of asphaltic concrete placed upon 6" AB-3 base rock with a layer of geo-textile grid on compacted subgrade in accordance to K.C. Metro Chapter APWA specifications.
 - 2. Standard arterial street pavement section will be a minimum of 12" of asphaltic concrete placed upon 6" AB-3 base rock with a layer of geo-textile grid on compacted subgrade in accordance to K.C. Metro Chapter APWA specifications.

3. Subgrade - the subgrade shall be proof-rolled in accordance with the criteria outlined by the City Engineer to verify the subgrade is solid prior to the placing of the AB-3. Developers will perform the necessary soils testing to determine the appropriate method of constructing the subgrade should the soil fail the proof-roll. Should the soils testing recommend improvements beyond the standard requirements, those improvements will be provided at no cost to the City of Leavenworth. Such improvements may include such items but not limited to:
 - Sub-surface drains
 - Geo fabrics
 - Special backfill requirements for drainage pipe.
- d) All street construction will include a two (2) year maintenance bond for all items associated with street construction to include drainage, grading, erosion control, and sidewalks.

III. Sidewalks

- a) All new residential and commercial construction will include sidewalks. All new sidewalks will be placed 5' from Right-of-Way unless a variance is approved by the City Engineer.
 1. Residential street improvements will include a minimum of sidewalks on one side of the street. The City Engineer may require sidewalks on both sides. Sidewalks will be required on both sides under the following circumstances;
 - a. Around a school
 - b. Around a park
 - c. Around public buildings
 - d. Where existing sidewalks are on both sides
 2. Collector or arterial streets will have sidewalks constructed on both sides.

Public improvements within new subdivisions will include sidewalks at the intersections to include ADA ramps. Public improvements will also include access points for mail delivery.

- b) All sidewalks will be concrete unless otherwise approved by the City Engineer.
 1. All new sidewalks will be a minimum of 5' in width and 4" in thickness. Sidewalks adjacent to the curb will be 6' in width and 4" in thickness. In areas where trails are planned or exist, wider sidewalks may be required.
 2. All sidewalks repaired will match the width of existing sidewalks or a minimum of 4' whichever is greater. All repaired sidewalks will match the material of the existing sidewalk unless a variance is granted by the City Engineer. Line and grade shall be compliant, to

the extent feasible, with PROWAG and/or required by the ADA ruling.

3. Sidewalks crossing driveways or adjacent to a street section, such as in the area of access ramps, will be a minimum of 6" in thickness.

Brick sidewalks are not approved for sidewalk surfaces except in historic districts.

- c) All work performed adjacent or near a sidewalk and the adjacent curbing will be reason for the contractor/owner to install a curb ramp if required by current PROWAG accessibility regulations. All sidewalk construction will meet current legal requirements for ADA regulations. KDOT and/or APWA KC Metro Area standard specifications will be used as plan details.
 - All curb ramps will be constructed using *cast iron* ADA compliant truncated dome panels *manufactured by Neenah manufacturing, red in color or an equal approved by the City Engineer. ADA Panels within City Historic Districts as identified on the most current City map will be cast iron manufactured by Neenah manufacturing, red in color or an equal approved by the City Engineer.* Ramps will be constructed at maximum allowable grade to promote drainage water to remain in the gutter line.
- d) Concrete for all new and replacement sidewalks will meet the most current requirements of a 4K KCMMB (Kansas City Metropolitan Materials Board) mix with coarse aggregate of Granite or Trap Rock. (Standard City Mix)
- e) All sidewalks will be constructed with tooled joints at a minimum distance equal to the width of the sidewalk. All joints will have a minimum depth of $\frac{1}{4}$ of the sidewalk thickness. The tooled joints will have a $\frac{1}{8}$ " radius. All new sidewalk joints will be picture-framed, replacement sidewalk joints will be dependent on sidewalks in the area. Expansion joints will be installed a minimum of every 250 lineal feet or at the intersection of an existing sidewalk. Expansion joints will be formed with $\frac{1}{2}$ " wide prefabricated, non-extruding filler, and shall extend the full depth of the slab.
- f) All sidewalk construction will require an inspection prior to placement. New subdivisions will not be charged a permit fee but will pay the standard 6% for inspection of public improvements prior to the acceptance of the subdivision.
- g) A cost share program for improvement of public sidewalks is available for replacement of existing sidewalks or construction of new sidewalks not related to new subdivisions or building construction. The City will participate in the cost of sidewalk improvements at the rate identified in the guidelines for the cost share program. The property owner must request a cost share in writing prior to performing the work. The property owner must obtain a building permit and all work must be inspected.

Once complete the property owner may submit a bill with the appropriate documentation for reimbursement. Cost sharing does not apply to the installation of brick sidewalks.

- h) Prior to final acceptance of public improvements for any development or subdivision, the developer or contractor will post a performance bond for construction of sidewalks prior to the end of two (2) years from the date of acceptance of the public improvements. Should the contractor not have all sidewalks constructed 30 days prior to the two (2) year deadline, the contractor will be placed on notice that the bond is being called. The sidewalks will then be installed. (The developer will be required to construct the sidewalk across all lots not built-on prior to the release of the 2-year maintenance bond.)

IV. Curbing Construction

- a) All curbing will be constructed in accordance to the standard specifications on file in the office of the City Engineer.
- b) All curbing impacted by utility construction will be replaced between the nearest construction joints.
- c) All collector or arterial streets will be constructed with Type B – Stand Up Curb and Gutter
- d) All residential streets will be constructed with Type A – Roll Back Curb and Gutter
- e) Downtown curbing will be constructed with 18” Stand Up Curbing
- f) The City Engineer may approve the use of other types of curbing on an individual basis.
- g) Concrete for all new and replacement curbing will meet the most current requirements of a 4K KCMMB mix with course aggregate of Granite or Trap Rock. (Standard City Mix)
- h) All curbing will be constructed with tooled joints at a maximum distance of ten (10) feet. All joints will have a minimum depth of ¼ of the curb thickness. The tooled joints will have a 1/8” radius.

V. Valley Gutter Construction

- a) All new or replacement valley gutters will be a minimum of 6’ in width and 12” in thickness.
- a) All valley gutters will be constructed with tooled joints at a maximum distance of six (6) feet. All joints will have a minimum depth of ¼ of the concrete thickness. The tooled joints will have a 1/8” radius.
- b) Concrete for all new and replacement curbing will meet the most current requirements of a 4K KCMMB mix with course aggregate of Granite or Trap Rock. (Standard City Mix)

VI. Driveway Entrances

- a) Driveways on curbed streets will not exceed 30' (including wings and flares) or the requirements of the Zoning Ordinance for the driveway on private property; whichever is less.
- b) Driveways on non-curb and gutter streets shall not be wider than 20' and will not extend into the street.
- c) Driveways on non-curb and gutter streets will be installed with a 15" minimum CMP, HDPE, or concrete driveway tube. Maximum tube length shall not exceed 24'. The City Engineer may require additional diameter of driveway tube in certain areas. In certain areas, the City Engineer may waive the requirement for a driveway tube. Maintenance of the tube is the property owner's responsibility. For tube replacement, the property owner shall purchase the new tube and the City Stormwater crew will install it at their convenience.
- d) Driveways and approaches to structures on the Cul-de-sacs bulb shall not be wider than 20' from the curb line to the property line.
- e) Driveways and approaches constructed on the right of way will be constructed of concrete unless otherwise approved by the City Engineer.
- f) The contractor may not saw the existing curbing to facilitate the installation of a driveway. The contractor may not impact the flow of water in the gutter line when installing the driveway.
- g) All driveways will be a minimum of 6" of concrete. Driveways shall meet the standard specification sheet for driveway construction on file at the office of the City Engineer. All driveways will have a non-slip finish applied transversely to the centerline of the driveway. All joints will be tooled to sidewalk standards.
- h) Removal of old driveways will include saw cutting full depth prior to removal. The new installation will include 1/2" pre-molded expansion joint at the sawed joint.
 - i) All driveways will be constructed to maintain the on-street drainage.
 - j) All new or replacement driveway construction will be graded to allow for future or existing sidewalks crossing the driveway. Such areas shall be constructed to meet the current ADA accessibility guidelines and ADA regulations (PROWAG).
 - k) All concrete to the right of way line for all new and replacement driveways will meet the most current requirements of a 4K KCMMB mix with coarse aggregate of Granite or Trap Rock. (Standard City Mix)
 - l) All new or replacement driveway construction must be inspected prior to installation.

VII. Excavations in the Right of Way

- a) All excavations, including utility service cuts, in the right of way will be performed in accordance with all permits, notification requirements, and all standard specifications and drawings on file in the office of the City Engineer.
- b) All excavations located under or within 2' of a paved surface shall be backfilled utilizing a flowable concrete backfill material. Backfilling with

AB-3 utilizing moisture and compaction control in 8" lifts may be approved by the City Engineer.

- c) All excavations in the Right of Way will be performed with proper traffic control compliant with the current edition of the MUTCD when traffic is impacted. The City Engineer may require a formal traffic control plan prepared by a licensed engineer or a traffic control specialty firm that employs certified personnel.
- d) No excavation in the street will be left open for over 48 hours. After 48 hours the area will be plated to allow traffic. All plates will be secured to the paving.
- e) Excavations allowed to remain open to weather will require the unsuitable backfill material be removed and replaced with suitable material.
- f) Excavations behind the street-traveled way will be restored to pre-construction condition immediately upon completion of work. Compaction will be TYPE B MR90.
- g) Excavations and repairs performed in improved alleys will be completed to Street Service Cut Specifications. Repairs performed within non-open alley right of ways will comply with requirements for excavations behind the curbing. A separate detail for alley repair is provided.
- h) All surface restoration for non-paved areas will be completed with soil material free of clods and rocks. The top 6" of material shall be organic in composition and capable of supporting vegetation. Areas to be seeded beyond the normal seeding seasons (KDOT seeding specifications) will be temporarily seeded to obtain temporary soil stabilization and then permanently seeded during the appropriate seeding season.
- i) All excavations will meet KDHE and City of Leavenworth requirements for erosion control. A Land Disturbance Permit (LDP) is required for all excavations.
- j) Excavations of one acre or more will be required to obtain an NOI permit and must comply with KDHE general guidelines for erosion control and best management practices (BMPs). Excavations less than one acre will be required to obtain a LDP. This will include new home construction.
- k) The permit holder of any construction will be responsible for maintenance of the public improvements in the area as a result of failed or non-existent erosion control.
- l) Builders not complying with LDP requirements may have the building permit suspended until such time as the corrections have been made.

VIII. Utility Installations

- a) All utility installation will comply with the rules within this document. Compaction will be to the established standards.
- b) Directional boring is an approved method of installing utilities if the boring does not damage other infrastructure. Any damage to existing utilities or facilities and/or heaving of existing pavement - including sidewalks, caused by the contractor's boring methods - shall be repaired by the contractor in an acceptable manner approved by the City Engineer.

- c) Utilities will grade and restore the right of way to pre-installation condition in a timely manner. *Grading shall be to a tined raked condition with rocks and debris removed. A minimum 300 lbs. per acre of similar grass seed will be applied in accordance with KDOT Standards. Straw may be used for cover, but must be crimped in place.*
- d) *The contractor will place erosion control (BMPs) at all excavations and be responsive in providing maintenance after a storm event. (See LDP requirements)*
- e) *Utilities and contractors must repair damaged sidewalk, curbing, or other similar improvements to the nearest established construction joint. Short sections will not be allowed.*
- f) *Utilities and contractors will not tunnel beneath existing curbing and sidewalks unless a minimum 3' of cover exists from the top of the tunnel to the bottom of the curbing or sidewalk. The void area beneath the curbing or sidewalk must be filled with flowable fill material*
- g) *All areas where curbing or sidewalk are damaged to the point of repair will be reconstructed to meet the current ADA accessibility guidelines and ADA regulations (PROWAG).*
- h) *The contractor will be responsible for sweeping the entire area to include streets/sidewalks/alleys within 24 hours of completion of the project.*
- i) All repairs to the public infrastructure (pavement, curbs, sidewalks, driveway approaches, etc.) resulting from utility installations shall have a minimum 2-year warranty period.

IX. Materials

- a) Concrete
 - 1. All concrete to include sidewalks, curbing, paving, inlet box tops, and any other improvement exposed to a freeze/thaw cycle shall meet the current 4K KCMMB standards with Granite or Trap Rock as the coarse aggregate (Standard City Mix).
 - 2. All concrete will be installed in accordance to KDOT Standard Specifications with the exception that all joints will be tooled
- b) Asphalt - All asphalt paving will be a superpave design meeting the requirements of KDOT SR-12.5A HMA – Commercial Grade, the City of Lenexa or the City of Overland Park specifications. The City Engineer will approve the design mix.

X. Street Lighting

- a) A streetlight will be installed at every intersection. Streets over 600 ft. between intersection centers will have a mid-block light installed if electrical supply is available.
- b) New subdivisions are responsible for supplying the appropriate easements and underground conduit for street lighting.
- c) All installations shall meet Westar Energy requirements.
- d) Subdivisions requesting the deletion of street lighting will have a home owner's association agreement in place specifying responsibility for street lighting. The subdivision plat will provide adequate easements should

street lighting be requested in future years and all installation costs will be the responsibility of the homeowners association.

- e) Street lighting will be by Westar Contract as far as possible. Poles supplied will be wood, concrete, fiberglass, or steel. Pole type will be decided by the City Engineer.
- f) All installations in new subdivisions will utilize underground wiring. The poles will be centered 3' behind the curbing or at the direction of the City Engineer.

XI. Stormwater

- a) All new subdivisions or new commercial developments will meet the current Stormwater Design Guidelines.

Or

All new subdivision or new commercial developments will meet APWA Specifications Section 5600, Storm Drainage Systems and Facilities

All new subdivision and individual lots within subdivisions shall provide adequate temporary and permanent erosion control measures in accordance with the City's Land Disturbance Permits and Regulations.

- b) Subdivisions or developments that include stormwater detention or open channel drainage must have an approved maintenance plan on file in the office of the City Engineer to include a method of funding maintenance prior to the issuance of any building permit. Open channels not otherwise noted will be considered the property owner's responsibility.
- c) All drainage pipe utilized within the Right of Way will be reinforced concrete pipe meeting KDOT Standard Specifications. Drainage pipe exiting a storm drainage structure and running directly off right of way may be of concrete or HDPE upon approval of the City Engineer. All drainage pipe will extend to the right of way line and/or to the nearest drainage way.
- d) The City Engineer will require CCTV review of storm sewers upon completion of construction and at the end of the warranty period. The CCTV review will be complete by City Wastewater staff.
- e) All inlets and junction boxes, and appurtenances will comply with standards on file in the office of the City Engineer.

XII. Sanitary Sewer

- a) All sanitary sewer installations will comply with the City Of Leavenworth Standard Sanitary Sewer Specifications on file in the Office of the City Engineer.
- b) All sanitary sewer installations will include a 2-year maintenance warranty to include a maintenance bond.
- c) All sanitary sewer installations will be CCTV inspected prior to acceptance and at the end of the warranty period. The CCTV review will be complete by City Wastewater staff.

POLICY REPORT
Website Demonstration
July 16, 2019

Prepared By:



Taylour Tedder
Assistant City Manager

Reviewed By:



Paul Kramer
City Manager

BACKGROUND:

The City's website was identified as a priority to replace during the 2018 budget process as our website at the time had aged to the point it was lacking functionality and ease of access for residents.

The City Commission approved a contract on August 9th, 2018 to move forward with a Municode website, who has also provided municipal code services for over 40 years to the City. Municode creates stunning, useful, and engaging custom municipal websites.

The new website is now up and running across our various domain names, including our new main domain of leavenworthks.org. Staff have done very well in mastering the new platform and it has been a massive team effort to bring the content to the place it is now. Initial public comments have been positive and complimentary.

Key functionality points of the new design include:

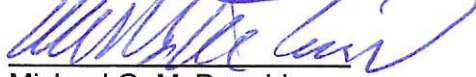
- Agendas, minutes and meeting videos are organized and easily accessible.
- Design is mobile-friendly.
- Payments for permits and other items may be submitted online.
- Web forms for reporting a pot hole and other items.
- Municipal Code integration.
- Featured keyword search functionality.
- We no longer use a template that forces tabbed browsing – everything is located on one page.

POLICY REPORT PWD NO. 19-34

CONSIDER BIDS FOR THE
10TH AVENUE PAVEMENT REHABILITATION PROJECT
Project 2019 - 907

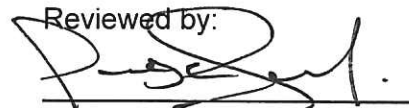
July 16, 2019

Prepared by:



Michael G. McDonald
Director of Public Works

Reviewed by:



Paul Kramer,
City Manager

ISSUE:

Consider bids received for the 10th Avenue Pavement Rehabilitation Project.

BACKGROUND:

At the May 14, 2019 meeting, the Commission approved a contract with TranSystems to provide a pavement laboratory analysis, pavement repair options, and a design for the chosen pavement repair project.

The rehab option recommended includes the following work:

- 3" full width mill of the existing concrete pavement
- 3" SuperPave Asphalt overlay
- Sawcutting the transverse pavement joints
- Sealing the sawcuts

The engineer and staff expect this project to provide a durable surface for several years. This process was used by KDOT on parts of I-70 with similar degradation issues. Many of these KDOT pavement repairs are over six years old and show only minor deterioration.

TranSystems produced the plans and specifications, and the project. It was advertised for bid in the Leavenworth Times and at Drexel Technologies in June of 2019. A pre-bid meeting was held on June 26th and bids were opened on July 10, 2019. Two (2) bids were received with all bids being under the engineer's estimate and containing all required documentation.

Bids Received were:

1. McAnany Construction - \$478,229.49
2. J.M. Fahey Construction - \$485,758.15

McAnany Construction has completed numerous projects for the City and is currently the contractor for the 2019 Pavement Management Project. Their proposed schedule for completing the two (2) projects is shown below, all being completed by September 1.

1. Complete concrete pavement patching on 20th Street (starting July 15, project to be completed in 30 days)
2. Complete tear-out and new concrete in the City parking lot (starting July 29, project to be completed in 30 days)
3. Mill 20th Street
4. Mill 10th Avenue (project to be completed in 30 days after start)
5. Overlay 20th Street
6. Overlay 10th Avenue
7. Lay asphalt in the City parking lot

POLICY:

The City Commission generally approves the award of a project where bids are under the engineer's estimate and all required documents are submitted.

RECOMMENDATION:

Staff recommends that the City Commission accept the low bid received from McAnany Construction in the amount of \$478,229.49 for the 10th Avenue Rehabilitation Project.

ATTACHMENTS:

Bid Tabs



CITY OF LEAVENWORTH
Project No. 2019-907
10th Avenue Rehabilitation Bid Tab Review
July 10, 2019

BASE BID (Spray Pave Application)				Engineer's Estimate		McAnany Construction	
Item	Description	Unit	Quantity	Unit Price	Extension	Unit Price	Extension
1	Mobilization	LS	1	\$30,000.00	\$30,000.00	\$25,000.00	\$25,000.00
2	3" Concrete Milling (Full Width Cut)	SY	16,915	\$10.00	\$169,150.00	\$3.50	\$59,202.50
3	Milling (Header)	LF	76	\$15.00	\$1,140.00	\$6.00	\$456.00
4	Temporary Surfacing Material (HMA)	TON	25	\$145.00	\$3,625.00	\$150.00	\$3,750.00
5	Surface Preparation	SY	16,915	\$2.00	\$33,830.00	\$1.90	\$32,138.50
6	HMA Overlay (SR-12.5A)(PG 70-22)	TON	2,759	\$85.00	\$234,515.00	\$82.95	\$228,859.05
7	Saw and Seal Joint (HMA)	LF	10,825	\$2.00	\$21,650.00	\$2.20	\$23,815.00
8	Emulsified Asphalt (Emulsion Bonding Liquid)	TON	14	\$750.00	\$10,500.00	\$930.00	\$13,020.00
9	Temporary Erosion Control	LS	1	\$5,000.00	\$5,000.00	\$1,000.00	\$1,000.00
10	Traffic Signal Modification	LS	1	\$40,000.00	\$40,000.00	\$61,000.00	\$61,000.00
11	Pavement Marking (Thermoplastic) (White)(6")	LF	300	\$2.00	\$600.00	\$1.10	\$330.00
12	Pavement Marking (Thermoplastic) (Yellow)(4")	LF	8602	\$2.00	\$17,204.00	\$0.65	\$5,591.30
13	Pavement Marking (Thermoplastic) (Yellow)(12")	LF	41	\$10.00	\$410.00	\$11.00	\$451.00
14	Pavement Marking (Preformed Thermoplastic) (White)(6")	LF	427	\$7.00	\$2,989.00	\$4.32	\$1,844.64
15	Pavement Marking (Preformed Thermoplastic) (White)(24")	LF	380	\$20.00	\$7,600.00	\$17.00	\$6,460.00
16	Pavement Marking Symbol (Preformed Thermoplastic) (White)(Left Arrow)	EA	20	\$350.00	\$7,000.00	\$270.00	\$5,400.00
17	Pavement Marking Removal	LF	465	\$1.00	\$465.00	\$1.10	\$511.50
18	Traffic Control	LS	1	\$15,000.00	\$15,000.00	\$9,400.00	\$9,400.00
TOTAL - BASE BID (Spray Pave Application)					\$600,678.00		\$478,229.49

\$450.00

Yellow = Math Error

McAnany Bid Proposal Total: \$478,223.49

BASE BID (Conventional Laydown Application)				Engineer's Estimate		J. M. Fahey Construction	
Item	Description	Unit	Quantity	Unit Price	Extension	Unit Price	Extension
1	Mobilization	LS	1	\$30,000.00	\$30,000.00	\$9,000.00	\$9,000.00
2	3" Concrete Milling (Full Width Cut)	SY	16,915	\$10.00	\$169,150.00	\$4.00	\$67,660.00
3	Milling (Header)	LF	76	\$15.00	\$1,140.00	\$11.75	\$893.00
4	Temporary Surfacing Material (HMA)	TON	25	\$145.00	\$3,625.00	\$231.00	\$5,775.00
5	Surface Preparation	SY	16,915	\$2.00	\$33,830.00	\$2.50	\$42,287.50
6	HMA Overlay (SR-12.5A)(PG 70-22)	TON	2,759	\$85.00	\$234,515.00	\$89.50	\$246,930.50
7	Saw and Seal Joint (HMA)	LF	10,825	\$2.00	\$21,650.00	\$2.75	\$29,768.75
8	Emulsified Asphalt Tack Coat - SS-1HP	TON	3.5	\$750.00	\$2,625.00	\$529.00	\$1,851.50
9	Temporary Erosion Control	LS	1	\$5,000.00	\$5,000.00	\$565.00	\$565.00
10	Traffic Signal Modification	LS	1	\$40,000.00	\$40,000.00	\$48,000.00	\$48,000.00
11	Pavement Marking (Thermoplastic) (White)(6")	LF	300	\$2.00	\$600.00	\$1.10	\$330.00
12	Pavement Marking (Thermoplastic) (Yellow)(4")	LF	8602	\$2.00	\$17,204.00	\$0.85	\$7,311.70
13	Pavement Marking (Thermoplastic) (Yellow)(12")	LF	41	\$10.00	\$410.00	\$6.00	\$246.00
14	Pavement Marking (Preformed Thermoplastic) (White)(6")	LF	427	\$7.00	\$2,989.00	\$7.10	\$3,031.70
15	Pavement Marking (Preformed Thermoplastic) (White)(24")	LF	380	\$20.00	\$7,600.00	\$23.25	\$8,835.00
16	Pavement Marking Symbol (Preformed Thermoplastic) (White)(Left Arrow)	EA	20	\$350.00	\$7,000.00	\$252.00	\$5,040.00
17	Pavement Marking Removal	LF	465	\$1.00	\$465.00	\$0.50	\$232.50
18	Traffic Control	LS	1	\$15,000.00	\$15,000.00	\$8,000.00	\$8,000.00
TOTAL - BASE BID (Conventional Laydown Application)					\$592,803.00		\$485,758.15