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PUBLIC WORKS & UTILITIES COMMITTEE

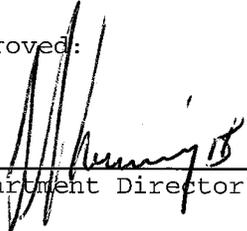
10-0581R

RESOLUTION AMENDING RESOLUTION 10-0377 FOR A CONTRACT WITH INTERSTATE IMPROVEMENT, INC. FOR 2010 CONCRETE PAVEMENT REHABILITATION, INCREASING THE AMOUNT BY \$520,000 FOR A NEW CONTRACT TOTAL OF \$1,755,868.50.

CITY PROPOSAL:

RESOLVED, that the proper city officials are hereby authorized to amend Resolution 10-0377 awarding a contract to Interstate Improvement, Inc. for the 2010 Concrete Pavement Rehabilitation, increasing the amount by \$520,000 for a new contract total of \$1,755,868.50, payable out of Street Improvement Fund 440, Department/Agency 038, Object 5530, city project no. 0822TR.

Approved:



Department Director

Purchasing Agent

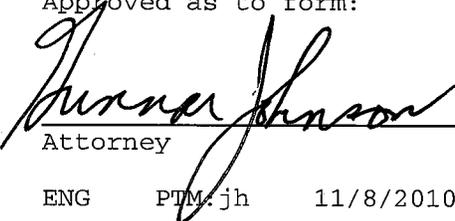


Approved for presentation to council:



Chief Administrative Officer

Approved as to form:



Attorney

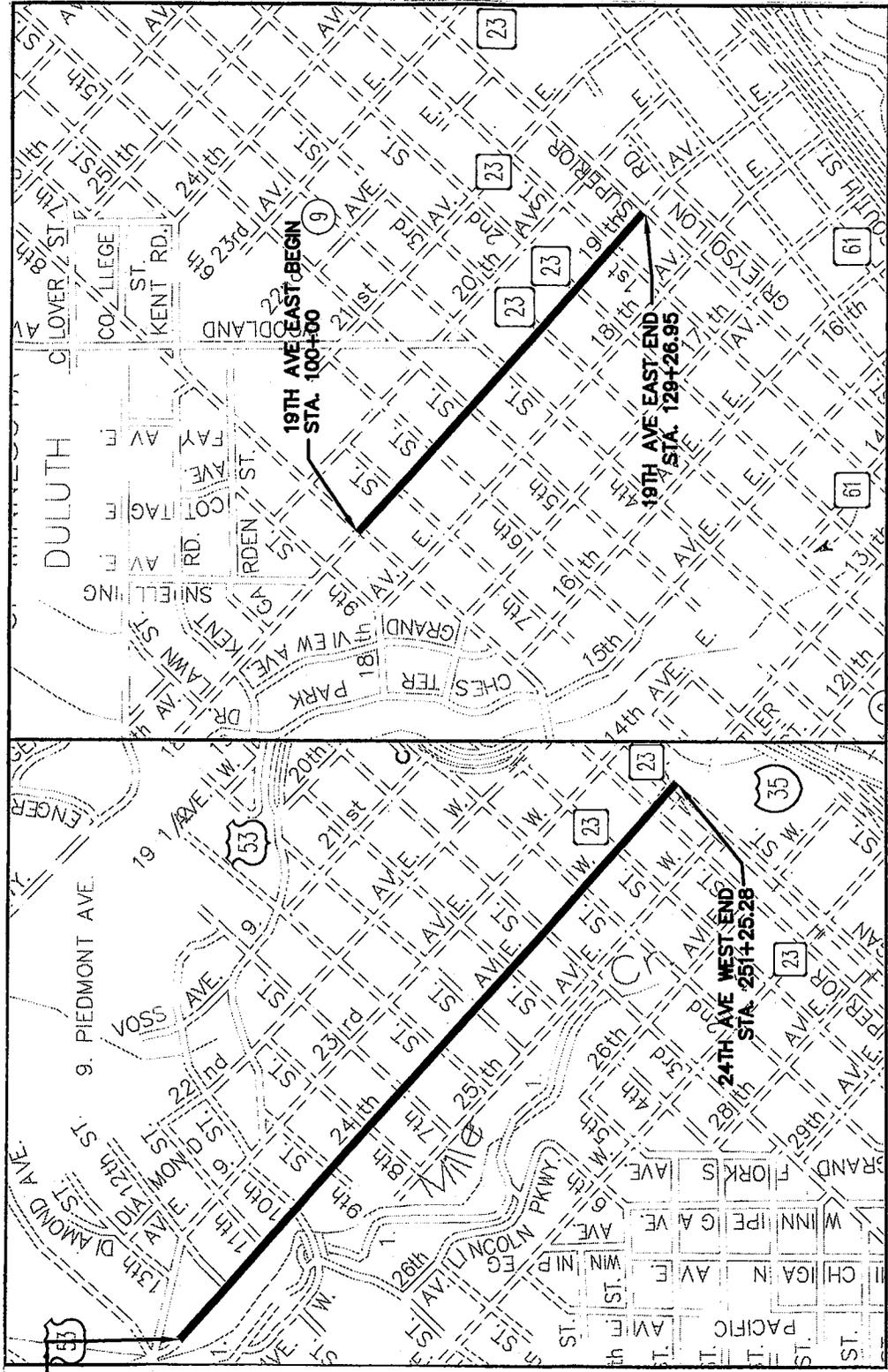
ENG PTM:jh 11/8/2010

Approved:



Auditor

STATEMENT OF PURPOSE: This resolution will authorize an increase in the contract with Interstate Improvement, Inc. for the 2010 Concrete Pavement Rehabilitation by \$520,000 for a new contract total of \$1,755,868.50, payable out of Street Improvement Fund 440, Department/Agency 038, Object 5530, city project no. 0822TR. The engineer's estimate for this project was \$1,518,009.90. Interstate Improvement, Inc. submitted a low bid of \$1,235,868.50. As stated on Page 5 of the attached document, State Aid Concrete Pavement Rehabilitation Best Practices Manual 2006, overruns of this magnitude are not uncommon. The repair quantities for both sites were greater than observed in the project design.



24TH AVE WEST BEGIN
STA. 200+00

19TH AVE EAST BEGIN
STA. 100+00

19TH AVE EAST END
STA. 129+26.95

24TH AVE WEST END
STA. 251+25.28

**State Aid
Concrete Pavement Rehabilitation
Best Practices Manual
2006**

Concrete
Mixture
Requirements

Joint Repair
SA-A1

Joint Repair
SA-A2

Crack Repair
SA-A3

Partial
Depth Repair
SA-B1

Partial
Depth Repair
SA-BE

Full
Depth Repair
SA-CA

Full
Depth Repair
SA-CD



Manual Number 2006-31

General Requirements

This work shall consist of performing concrete pavement repairs and joint/crack sealing in accordance with the applicable provisions of Mn/DOT 2301, the Plan, and these State Aid Concrete Pavement Rehabilitation (CPR) Standard Details.

The Contractor Shall:

1. Establish traffic control 1-day in advance of the beginning of the rehab operation for rehab surveys and locations.
2. Replace any damaged bituminous shoulder pavement during repair operations, as directed by the Engineer, this will be an incidental cost to performing the adjacent concrete repairs.
3. As directed by the Engineer, repair any damage to any in-place pavement, roadway structure, or appurtenance caused by the Contractor's operations prior to final acceptance at no cost to the Agency.
4. Saw full-depth relief cuts and remove a transverse section 4 inches wide by full-width of the slab as the Contractor determines necessary to protect the existing concrete pavement. If the Contractor chooses not to saw a relief cut and damage is caused to the existing concrete pavement, the Contractor shall make repairs as directed by the Engineer, at no cost to the Agency. Prior to opening to traffic, the Contractor shall backfill the void formed after concrete removal with Class 5 or other material as approved by the Engineer. The Contractor shall maintain the backfill material flush (+/- 1/2 inch) with adjacent concrete.
5. Use concrete placing and finishing procedures that do not result in rounding of the surface at any joints or headers.
6. Do not place any concrete mixture after October 15th without guidance from the engineer. At all times the concrete placement temperature shall be between 50 degrees F – 90 degrees F.
7. Provide a repaired surface tolerance that does not vary by more than 1/8 inch from the existing pavement surface as measured with a 10 foot straight edge placed over the joint. The Contractor shall replace or Diamond Grind the repair as necessary to correct deficiencies.

Concrete
Mixture
Requirements

Joint Repair
SA-A1

Joint Repair
SA-A2

Crack Repair
SA-A3

Partial
Depth Repair
SA-B1

Partial
Depth Repair
SA-B2

Full
Depth Repair
SA-C1

Full
Depth Repair
SA-C2

STATE AID CONCRETE PAVEMENT REHABILITATION
BEST PRACTICES MANUAL

8. Provide a power pick-up broom to sweep the portion of the closed traffic lane prior to opening.
9. Equip milling machines used for concrete removal with a device for stopping at preset depths to prevent damage to the dowel bars.
10. Re-establish longitudinal and transverse cracks and joints according to the appropriate repair detail for the situation encountered.
11. Restore contraction and longitudinal joints by green sawing Type SA- C repairs to a depth of 1/3 of the pavement thickness.
12. Edge adjacent to all inserts in fresh concrete.
13. Fill overlaps in saw cuts from removal operations with an approved hot pour joint sealant.
14. Assure that concrete repairs do not protrude beyond the original cross-section of the pavement by more than 3/8 inch by forming or sawing the edges.
15. Provide surface texturing for all repairs by brooming in the direction of vehicle travel throughout the repair in lieu of the requirements of Mn/DOT 2301 .3L Surface Finishing.
16. Insulate patches in cool weather, (below 60°F) or when in-place pavement temperatures are below 50°F. When diamond grinding is required and the temperatures are below 60°F (night or day), the Contractor shall apply a blanket cure for a minimum of 48 hours after placement and prior to texture planing. The Contractor shall cast beams or cylinders (cured and tested by the Agency) if earlier opening times are required. Concrete strength could also be determined by the maturity method.
17. Repair any areas of failure that appear within one (1) month of the original construction or subsequent repair at no cost to the Agency. Failures include (but are not limited to) the loss of bonding to the in place concrete or a crack apparent in the repair other than the desired crack in the newly constructed joint or re-established crack.

STATE AID CONCRETE PAVEMENT REHABILITATION
BEST PRACTICES MANUAL

Payment

1. Payment for the various types of pavement crack, joint and surface repairs will be made in accordance with the schedule set forth below at the appropriate Contract unit bid price for each separate item of work, which shall, in each instance, be compensation in full for costs of all materials, equipment, and labor required to complete the work as specified, to the satisfaction of the Engineer.
2. Items paid by the square foot shall be calculated by measuring all dimensions to the nearest tenth of a foot and the final pay item per individual repair calculated to the nearest whole square foot.
3. Items paid by the lineal foot shall be rounded to the nearest whole lineal foot.
4. The provisions of Mn/DOT 1903 will not apply. The Engineer will pay any underruns or overruns in quantities at the Contract bid price without adjustments.
5. It is common to expect up to a 50% overrun in quantities due to the time lag between the field survey and the actual construction contract. Generally this could be up to three years and the pavement has continued to deteriorate. It could also be caused by the fact that on very busy roadways it is improbable that traffic is removed for the field survey. In this case it is common to do a comprehensive field survey on typical 1000-foot sections and then extrapolate the results into contract quantities.

Concrete Mixture Requirements
SA-A1 Joint Repair
SA-A2 Joint Repair
SA-A3 Crack Repair
SA-Ba Partial Depth Repair
SA-BE Partial Depth Repair
SA-CA Full Depth Repair
SA-CD Full Depth Repair