

# City of Tonganoxie

2024 STREET MAINTENANCE PROJECT REQUEST FOR PROPOSALS issued on March 20, 2024

## General Information & Schedule

### General Information

The City of Tonganoxie is accepting sealed bids for the 2024 Street Maintenance Project. The work shall consist of asphalt milling and asphalt overlay and curb replacement in specified project work areas.

The specific limits of the work will be marked, (white-lined) by City of Tonganoxie staff prior to bid release and project construction. All project area measurements shall be verified by contractors and are considered final on the bid deadline according to the bid submittals. Bid amount shall be good and valid for sixty (60) days from the bid deadline.

Until the deadline of 2:00 PM on April 4, 2024, questions regarding the RFP can be directed to Kent Heskett, Public Works Director, at 913-208-6590 or [kheskett@tonganoxie.org](mailto:kheskett@tonganoxie.org). All questions and answers will be posted on the City website [www.tonganoxie.org](http://www.tonganoxie.org).

### Schedule

- March 20, 2024 RFP Issuance on City website
- March 27, 2024 Publication in Tonganoxie Mirror
  
- April 3, 2024 RFP Questions Due at 2:00 PM
- April 11, 2024 RFP Response Proposals Due at 2:00 PM  
Bid Opening at City Council Chambers (303 Bury St) at 2:15 PM
  
- April 15, 2024 City Council to consider approval of draft contract
- April 16, 2024 Potential notice to proceed for project activities
- October 1, 2024 Project Completion Deadline

## Bid Submittal Instructions

Bids shall be sealed and hand delivered to City Hall at 526 E 4<sup>th</sup> Street, Tonganoxie, KS 66086 or mailed to:

City of Tonganoxie  
PO Box 326  
Tonganoxie, KS 66086

### **All Bids are due by 2:00 PM on Thursday, April 11, 2024.**

Bids will be opened Thursday, April 11, 2024 at 2:15 pm in the Tonganoxie Council Chambers located at 303 Bury Street, Tonganoxie, KS 66086.

## Specifications

### Proposed Contract Terms

Work is anticipated to begin with a notice to proceed issued no earlier than April 16, 2024 with the work being completed by October 1, 2024.

Asphalt millings shall be hauled by the city and become city property. Sweeping will be the responsibility of the contractor.

Traffic control will be the responsibility of the contractor and shall include placement, maintenance, and removal of all work zone traffic and/or pedestrian control devices as required for this project to meet MUTCD Standards. Both vehicle and pedestrian traffic shall be maintained through construction to the extent practical. Driveway access will be the responsibility of the contractor to coordinate with the tenants of each adjacent property.

Construction Limits - All work will be accomplished within the Right-of Way. Contractor is responsible to locate all utilities prior to construction.

Seeding, fertilizing and mulching disturbed areas will be the contractor responsibility.

Notifications - The contractor shall notify residents of proposed work 48 hours in advance of activities. It is expected that the notifications will include distribution of letters or door hangers to each adjacent property.

Contractor shall furnish a performance bond to the City executed by surety for the contract amount.

Contractor shall provide proof of commercial general liability and auto liability insurance for the amount of \$500,000 per occurrence.

A Kansas Sales Tax project exemption certificate (PEC) will be provided by the City.

The City of Tonganoxie holds the right to reject all bids and negotiate with the winning bidder.

### Application Specifications

All work shall conform to the following City of Tonganoxie Standard Technical Specifications.

**Asphalt Milling** - Street milling is approximately 11,774 sq yd. Edge milling shall be 1.75 inches in depth along curb to 0 inches at 7 ft. As needed for headers joining existing asphalt or concrete driveways and streets - include in bid.

**Asphalt Overlay** - Approximately 27,438 sq. yd. with a minimum 2-inch overlay. Overlay shall maintain a minimum  $\frac{1}{4}$  -  $\frac{1}{2}$  inch per foot fall to the curb line. All drainage across intersections shall be maintained or improved.

**Curb Replacement**- 4,852 In ft. - Curb detail and highlighted maps are attached. Curb replacement will be completed prior to mill and overlay.

- 1) SS1H tack oil will be used according to manufacturer specifications. Place tack coat just enough in advance of paving operations to allow the tack to cure before asphalt is placed. No traffic shall be allowed on tacked surfaces.
- 2) Asphalt shall be SR-12.5 A with a maximum 25% recycle. The use of recycled roofing materials will not be allowed.
- 3) The mix shall be transported to the jobsite in vehicles cleaned of all foreign material. The contractor shall provide a sufficient number of haul vehicles to ensure an orderly and continuous paving operation. All asphalt shall be delivered to the paver at a temperature between 250 degrees F and 325 degrees F.
- 4) In laying the mix adjacent to any finished area, it shall be placed sufficiently high so that, when compacted, the finished surface will be true and uniform and match existing surface.
- 5) Compacting equipment shall conform to the requirements of the KDOT standards. Compaction shall begin as soon as the temperature and mix conditions permit without shoving or tearing, the asphalt shall be thoroughly and uniformly compacted. The final rolling shall be accomplished with a steel roller.
- 6) All permits shall be the responsibility of the contractor to obtain.

## Project Subcomponents & Locations

### A. Bid

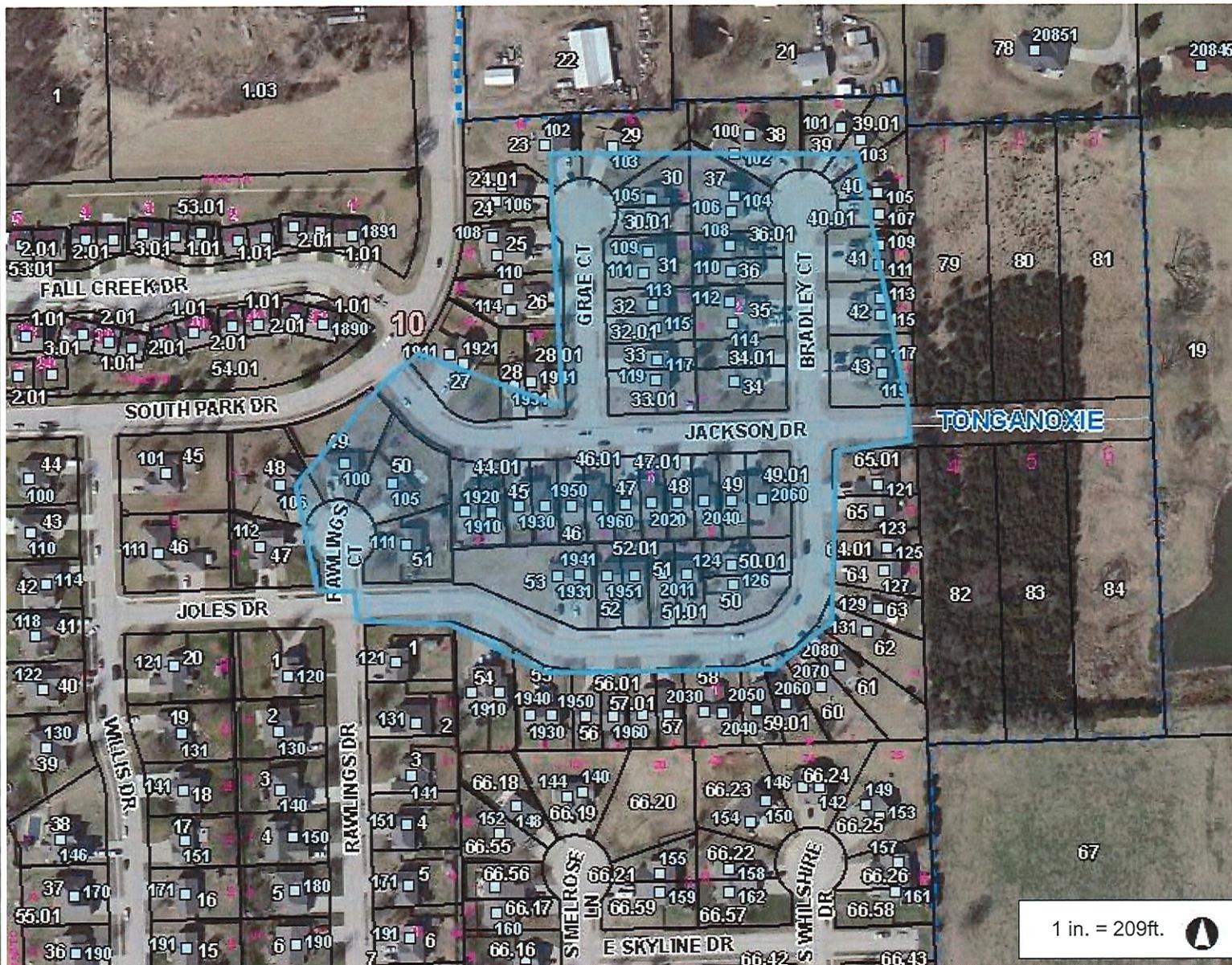
Bid Total Square Yards = 27,438 sq. yd. of 2-inch asphalt overlay

Bid Total Square Yards= 11,774 sq. yd. of edge milling

Bid Total Ln Ft = 4,852 In ft of curb replacement

Project ID	Project Description	Project Area
24-ST-01-A	Edge Mill and 2" Overlay Rock Creek Dr, Valley View Dr, Hidden Valley Dr, Willow Bend Dr, High Prairie Pl, Hidden Valley Pl, Country View Ct, Copper Creek Ct, Hidden Valley Ct, Rock Creek Ct, Brook Ridge Ct	~21,850 sq. yd. ~7874 sq. yd. edge mill
24-ST-01-B	Edge Mill & 2" Overlay. Rawlings Ct, Joles Dr, Jackson Dr, Bradley Ct, Grae Ct	~5,588 sq. yd. overlay ~3900 sq. yd. edge mill
24-ST-01-C	Curb Replacement prior to mill and overlay. Hidden Valley Dr, Willow Bend Dr, High Prairie Pl, Country View Ct	~4852 In ft. Include the storm drain inlets

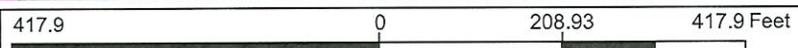
# Leavenworth County, KS



**Legend**

- Address Point
- Parcel Number
- Lot Line
- ▭ Parcel
- ⊛ City Limit Line
- ▬ Major Road
- ▬ <all other values>
- 70
- Road
- ▬ <all other values>
- PRIVATE
- + Railroad
- Section
- ▭ Section Boundaries
- ▭ County Boundary

1 in. = 209ft.

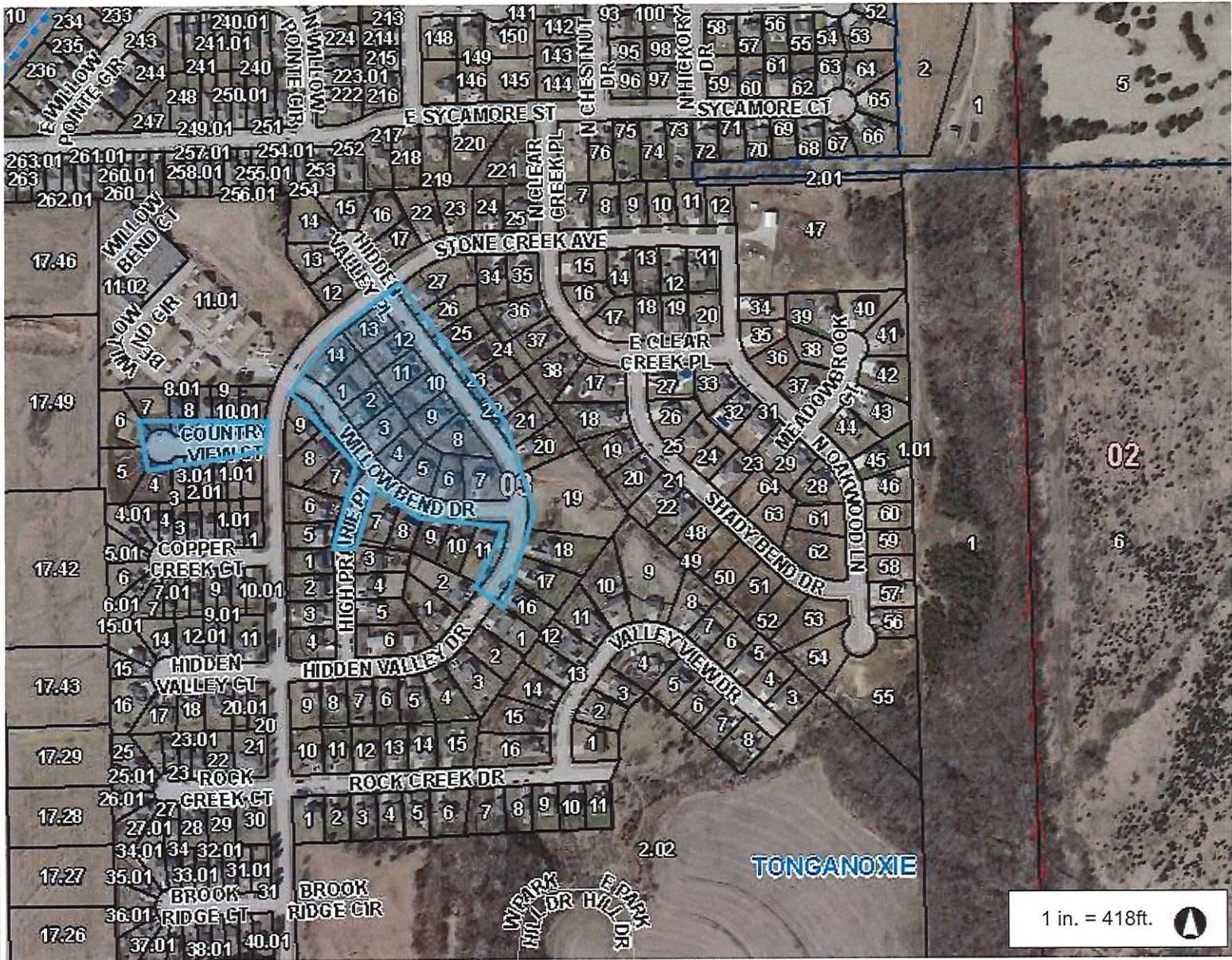


This Cadastral Map is for informational purposes only. It does not purport to represent a property boundary survey of the parcels shown and shall not be used for conveyances or the establishment of property boundaries.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION

**Notes**  
**MILL & OVERLAY**



# Leavenworth County, KS



### Legend

- Parcel Number
- Parcel
- City Limit Line
- Major Road
- <all other values>
- 70
- Road
- <all other values>
- PRIVATE
- Railroad
- Section
- Section Boundaries
- County Boundary

### Notes

Curb Replacement

835.7 0 417.86 835.7 Feet

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

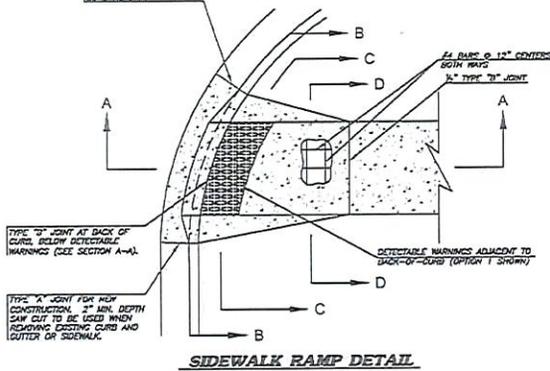
**GENERAL NOTES**

- CLASS "A" AIR-ENTRAINED PORTLAND CEMENT CONCRETE SHALL BE USED FOR ALL SIDEWALK AND SIDEWALK RAMP CONSTRUCTION.
- TYPE "A" JOINTS SHALL BE PLACED IN 5' WIDE SIDEWALKS AT 5'-0" INTERVALS. WHEN OTHER WIDTHS OF SIDEWALK ARE USED, TYPE "A" JOINTS SHALL BE PLACED AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.
- TYPE "B" JOINTS SHALL BE PLACED AT ALL LOCATIONS WHERE SIDEWALK ADJUTS EXISTING STRUCTURES AND AT 100' INTERVALS ON LONG RUNS, OR AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.
- THE PRICE BID FOR CONCRETE SIDEWALK SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR THE COMPLETED INSTALLATION OF SIDEWALK INCLUDING ALL EXCAVATION AND COMPACTION EXCEPT AS OTHERWISE INDICATED ON THE PLANS.
- SIDEWALK RAMP SHALL BE CONSTRUCTED AT ALL LOCATIONS WHERE SIDEWALK INTERSECT NEW STREET CONSTRUCTION AND AS OTHERWISE SHOWN ON THE PLANS.
- COMPACTION OF THE SIDEWALK SUBGRADE SHALL BE TYPE B (M-90) TO A DEPTH OF 6" (MIN.).
- RESIDENTIAL DRIVE CONSTRUCTION SHALL CONFORM TO CITY STANDARDS.

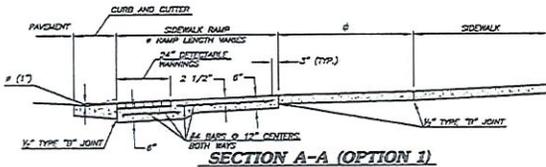
**LEGEND OF SYMBOLS**

- LANDING SLOPES SHALL BE 4:1 OR FLATTER. LANDINGS SHALL BE THE SAME WIDTH AS THE RAMP AND A MINIMUM OF 3'-0" IN LENGTH.
- RAMP SLOPES IN NEW CONSTRUCTION SHALL BE 1:21 OR FLATTER. EXISTING RAMP SLOPES ON EXISTING SITES SHALL BE 1:21 OR FLATTER. WHERE SPACE LIMITATIONS PREVENT CONSTRUCTION OF 1:21 SLOPES AT EXISTING SITES SLOPES SHALL BE AS FOLLOWS:  
 2:1 OR FLATTER FOR A MAXIMUM RISE OF 3'  
 1:21 OR FLATTER FOR A MAXIMUM RISE OF 6'

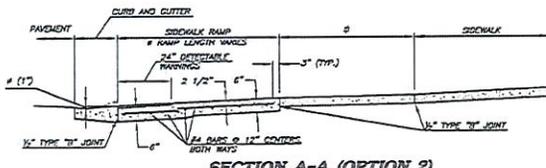
SAWCUT OR TYPE "A" JOINT TO BE RADIAL TO RADIOS POINT WHEN LOCATED IN CURB RETURN



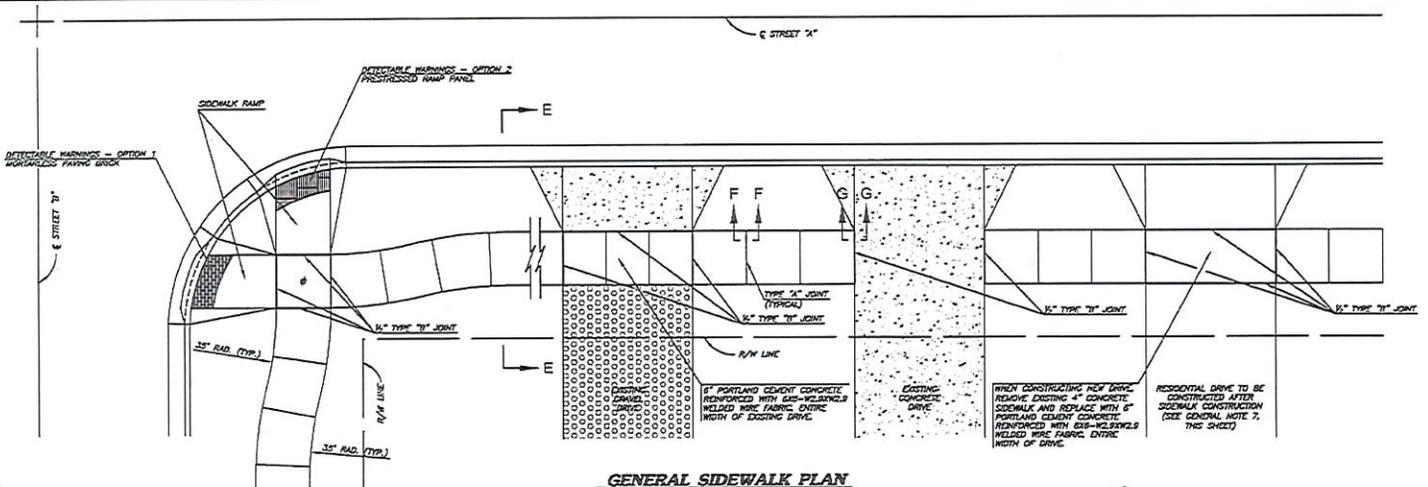
**SIDEWALK RAMP DETAIL**



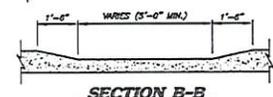
**SECTION A-A (OPTION 1)**



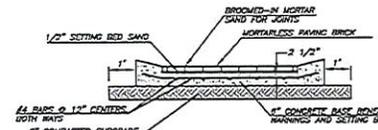
**SECTION A-A (OPTION 2)**



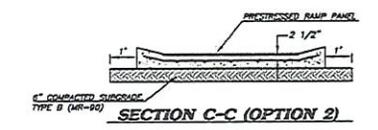
**GENERAL SIDEWALK PLAN**



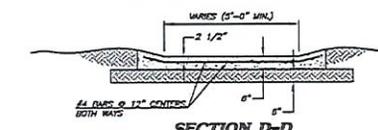
**SECTION B-B**



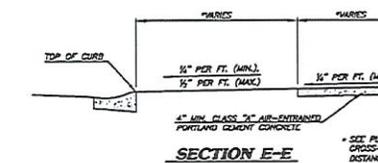
**SECTION C-C (OPTION 1)**



**SECTION C-C (OPTION 2)**



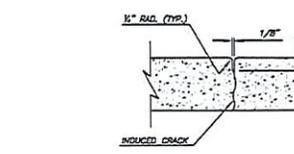
**SECTION D-D**



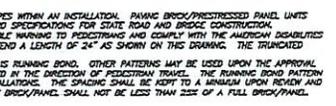
**SECTION E-E**

**DETECTABLE WARNINGS - OPTION 1  
MORTARLESS PAVING BRICK**

OTHER OPTIONS FOR DETECTABLE WARNINGS IS ACCEPTABLE WITH NO MIXING OF TYPES WITHIN AN INSTALLATION. PAVING BRICKS/PRESTRESSED PANEL UNITS SHALL MEET THE REQUIREMENTS OF THE MOST CURRENT EDITION OF THE MOST STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION. THE BRICKS/PANELS SHALL HAVE A TRUNCATED DOME TOP SURFACE FOR DETECTABLE WARNING TO PROCESSIONERS AND COMPLY WITH THE AMERICAN DISABILITIES ACT. THE TRUNCATED DOME SURFACE SHALL COVER THE WIDTH OF THE RAMP AND EXTEND A LENGTH OF 24" AS SHOWN ON THIS DRAWING. THE TRUNCATED DOME SURFACE SHALL BE A CONTRASTING COLOR TO THE ADJACENT SURFACES. THE INSTALLATION PATTERN SHOWN FOR THE DETECTABLE WARNING PAVING BRICKS IS RUNNING BOND. OTHER PATTERNS MAY BE USED UPON THE APPROVAL OF THE CITY ENGINEER. THE TRUNCATED DOMES ON THE BRICKS/PANELS SHALL ALIGN IN THE DIRECTION OF PROCESSIONER TRAVEL. THE RUNNING BOND PATTERN MAY BE ROTATED 90° TO REDUCE THE SPACING BETWEEN THE BRICKS FOR RADAR INSTALLATIONS. THE SPACING SHALL BE KEPT TO A MINIMUM UPON REVIEW AND APPROVAL OF THE CITY ENGINEER. BRICKS/PANELS SHALL BE SAW CUT ONLY AND ANY BRICK/PANEL SHALL NOT BE LESS THAN 25% OF A FULL BRICK/PANEL.



**DETECTABLE WARNINGS - OPTION 2  
PRESTRESSED RAMP PANEL**



**SECTION F-F  
CONSTRUCTION JOINT  
TYPE "A" JOINT**



**SECTION G-G  
CONSTRUCTION JOINT  
TYPE "B" JOINT**



**CITY OF TONGANOXIE, KANSAS**  
**CONCRETE SIDEWALK DETAILS**

Cecil Kingsley  
 RG Consultants, Inc.  
 City Engineer

Mike Yarnoz  
 City Administrator

Original	Replace Detail Sheet dated 12/01/03	8/17/08
Rev. No.	Description	Date

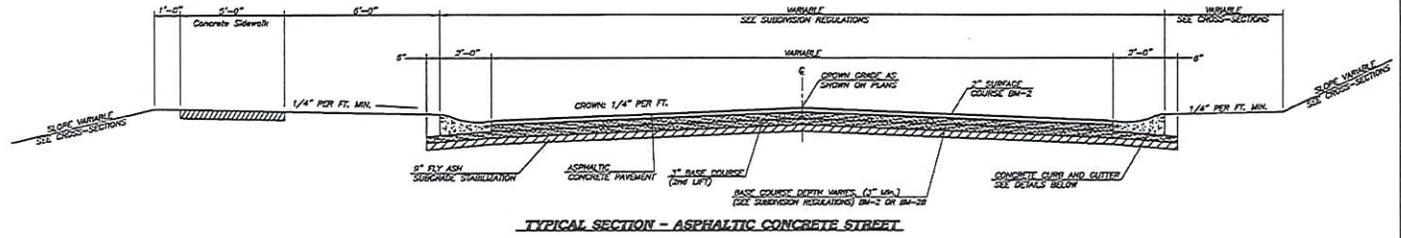
REVISIONS

Sheet No. \_\_\_ of \_\_\_

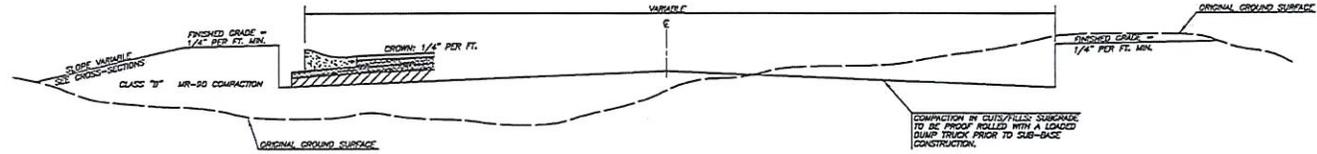
\* SEE PLAN AND PROFILE AND/OR CROSS-SECTION SHEETS FOR DISTANCES AND/OR THICKNESSES.

**GENERAL NOTES**

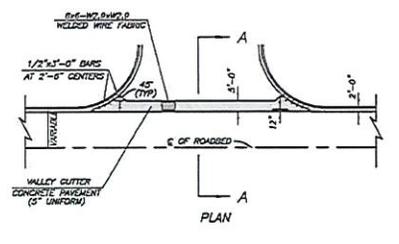
- ALL STREET SUBGRADES SHALL BE STABILIZED WITH CLASS C FLY ASH.
- THE CONTRACTOR SHALL SUBMIT VERIFICATION TO THE CITY THAT THE FLY ASH TO BE USED COMPLIES WITH THE REQUIREMENTS OF ASTM D529, E4 AND ASTM C-616, PRIOR TO STARTING ANY CONSTRUCTION.
- FLY ASH SHALL BE ADDED TO THE TOP 9 INCHES OF THE SUBGRADE SOIL AT A RATE OF TEN POUNDS PER CUBIC YARD (CY) UNLESS OTHERWISE SPECIFIED BY THE STANDARD PROCTOR DENSITY PROCESS.
- THE FLY ASH/SOIL MIXTURE SHALL BE COMPACTED TO AA (OR 0-5) REQUIREMENTS AS DESCRIBED IN THE CURRENT EDITION OF THE MOST RECENT STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION SECTION 210.03 AND 210.04.
- ONLY POTABLE WATER WILL BE USED AS MIX WATER.
- BLENDED OF THE SOIL, FLY ASH AND SOIL MIXTURE SHALL BE ACCOMPLISHED BY A BOMAG MODEL MPH 100 OR ITS EQUIVALENT. THIS EQUIPMENT SHALL INJECT WATER DIRECTLY INTO THE MIXING DRUM.
- NO MORE THAN 1 HOUR SHALL ELAPSE BETWEEN THE INCORPORATION OF WATER INTO THE FLY ASH AND SOIL AND THE FINAL COMPACTING OF THE FLY ASH TREATED MATERIALS.
- INITIAL COMPACTING SHALL BE ACCOMPLISHED WITH A VIBRATORY PADFOOT ROLLER OPERATING IMMEDIATELY BEHIND THE MIXING EQUIPMENT.
- FINAL COMPACTING SHALL BE PERFORMED USING A RUBBER TIRE ROLLER TO PROVIDE UNIFORM COMPACTION AT THE SURFACE OF THE STABILIZED SECTION.
- TEMPORARY FLEES THAN 18 HOURS ON SITE STORAGE OF FLY ASH WILL BE ALLOWED PROVIDED THE FLY ASH IS KEPT DRY AT ALL TIMES PRIOR MIXING WITH THE SUBGRADE SOIL.
- THE CONTRACTOR SHALL PROVIDE THE CITY WITH MOISTURE TICKETS FROM CERTIFIED PLATE SCALES FOR ALL FLY ASH USED BY THE WORK.
- THE STABILIZED SUBGRADE SHALL BE CUT AND SHAPED IN CONFORMANCE WITH THE LINES AND GRADES INDICATED ON THE PLANS.
- SOFT OR YIELDING SUBGRADES SHALL BE SCARIFIED AND RECOMPACTED UNTIL IT IS UNIFORMELY STABLE.
- DURING THE SPREADING, MIXING AND COMPACTING OPERATION, THE CITY INSPECTOR SHALL BE ON SITE TO VERIFY THE FLY ASH APPLICATION RATE, THE FINAL MOISTURE CONTENT OF THE MIX PRIOR TO COMPACTING AND THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM-698 TO THE DEPTH OF 9 INCHES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TESTING BY AN ACCREDITED GEOTECHNICAL ENGINEER FOR STANDARD PROCTOR AND MOISTURE DENSITY RESULTS. NO SUBGRADE WILL BE CONSIDERED FOR ACCEPTANCE UNTIL ALL TEST RESULTS HAVE BEEN SUBMITTED TO THE CITY.
- IF ANY PART OF THE STABILIZED SUBGRADE FAILS TO MEET THE DENSITY OR MOISTURE REQUIREMENTS IT IS TO BE REMOVED AS NECESSARY.
- WHEN SOIL TEMPERATURES ARE BETWEEN 40° F AND 50° F, ADDITIONAL MIXING AND COMPACTIVE EFFORT WILL BE REQUIRED TO ACHIEVE THE DESIRED RESULTS.
- NO STABILIZATION OPERATIONS WILL BE DONE WHEN SOIL TEMPERATURES ARE LESS THAN 40° F.
- AFTER THE FLY ASH TREATED SUBGRADE HAS BEEN FINISHED, THE SURFACE SHALL BE PROTECTED AGAINST RAPID DRYING BY MAINTAINING CONTINUOUS MOIST CONDITIONS FOR THE NEXT 96 HOURS. THE SUBGRADE SHALL BE PROTECTED USING A 25 TON LOADED TANDEM-AXEL DUMP TRUCK AFTER FINAL GRADING.
- AFTER THE 96 HOUR CURE PERIOD, THE SUBGRADE MAY BE TREATED TO LINE AND GRADE AND PROOF-ROLLED. THE PROOF-ROLLING SHALL CONSIST OF THREE CYCLES OF LOADING OVER THREE SEPARATE PASSES DOWN THE ROADWAY. IF THE TREATED SUBGRADE CANNOT SUPPORT THE AFORESAID TRUCK WITH OUT DISPLACEMENT, ADDITIONAL CURE TIME WILL BE REQUIRED. AFTER SUCCESSFUL PROOF-ROLLING, THE SUBGRADE SHALL BE PAVED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING MIX DESIGNS FOR ASPHALTIC CONCRETE TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. ASPHALTIC CONCRETE SHALL CONFORM TO MOST SPECIFICATIONS SECTION 1103 AND 1201 AND SHALL BE BA-2 OR BA-3. THE CONTRACTOR SHALL HAVE THE OPTION OF USING HOT MIX ASPHALT (HMA) CONVENTIONAL GRADE (CLASS A) MEETING THE REQUIREMENTS OF THE LATEST SPECIAL PROVISION TO THE MOST RECENT SPECIFICATIONS. HMA MIX DESIGNS SHALL CONTAIN A MAXIMUM OF 22% NATURAL SAND AND USE 2M-12.5M MIX DESIGNATION.
- MIX DESIGNS FOR SURFACE COURSES SHALL INCLUDE NOT MORE THAN 10% RECLAIMED ASPHALT PAVEMENT (RAP). MIX DESIGNS FOR BASE COURSES SHALL INCLUDE NOT MORE THAN 10% RAP.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING MIX DESIGNS FOR CONCRETE TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. CONCRETE FOR CURBS AND GUTTERS AND CONCRETE PAVEMENT SHALL CONFORM TO MOST SPECIFICATIONS SECTION 402 AND 1100. DESIGN STRENGTH SHALL BE A MIN. STRENGTH OF 4000 PSI AT 28 DAYS AND AN AIR CONTENT OF 0.1/2% (±1.5%).



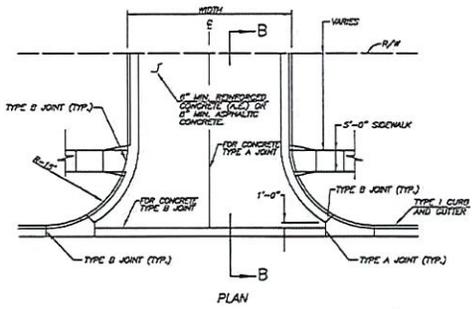
**TYPICAL SECTION - ASPHALTIC CONCRETE STREET**



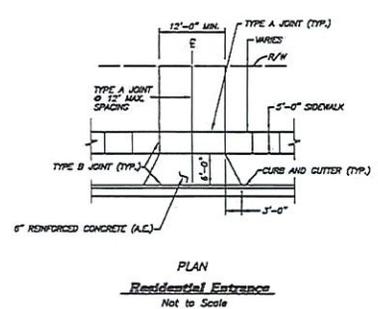
**TYPICAL SECTION - GRADING FOR ASPHALTIC CONCRETE STREET**



**SECTION A-A  
Concrete Valley Gutter**  
Not to Scale



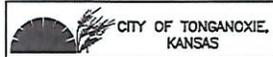
**SECTION B-B  
Commercial Entrance**  
Not to Scale



**PLAN  
Residential Entrance**  
Not to Scale

**STANDARD CONCRETE CURB AND GUTTER**  
Not to Scale

- CURE AND GUTTER NOTES**
- 3/4" PRECASTED BITUMINOUS EXPANSION JOINT FILLER (NON-EXTRUDING) CUT TO DIMENSION OF CURB AND GUTTER SHALL BE USED AT A SPACING NOT EXCEEDING 100 FEET AND AT THE END OF THE CURB RETURN.
  - CONCRETE JOINTS SPACED AT 10 FOOT INTERVALS. (SAW CUT ONLY.)
  - CLASS "A" AIR-DRYED CONCRETE TO BE USED FOR ALL CURBS AND GUTTERS.



**STANDARD DETAILS FOR ASPHALTIC CONCRETE STREETS**

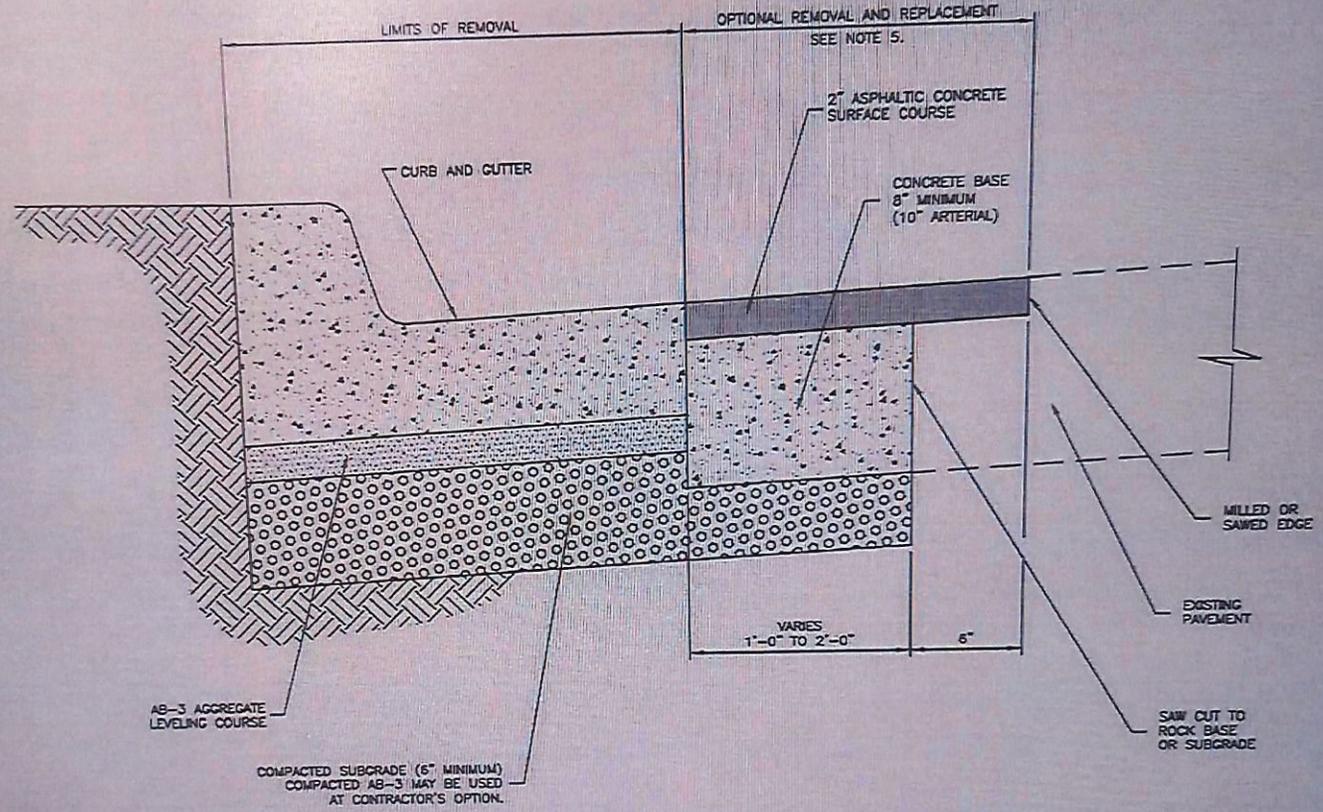
Cecil Kingsley  
City Engineer

Shane Krull  
City Administrator

Revision No.	Description	Date
1	Added General Notes	5/15/09
2	Added General Notes	10/12/04
3	Modification of Commercial Entrance	10/23/05
4	Added Entrance Detail	7/1/02
5	Modification of Typical Grading Section	8/25/00
6	Modification of Typical Section under Concrete Curb	5/19/00
7	Original	5/20/97

Rev. No. \_\_\_\_\_ Description \_\_\_\_\_ Date \_\_\_\_\_

Sheet No. \_\_\_\_\_ of \_\_\_\_\_



EMENT  
STREETS  
T STREETS



GUTTER

### CURB REPLACEMENT DETAIL

(NOTE: TO BE USED ONLY WHEN EXISTING CURB AND GUTTER IS REMOVED AND REPLACED, BUT STREET PAVEMENT REMAINS IN PLACE)

PROPOSED ROADWAY PAVEMENT  
THICKNESS FOR CONCRETE STREETS  
8" MINIMUM FOR ASPHALT STREETS