



May 18, 2021

City of Keller

Re: CI Pavement Proposals for Pavement Repair

Mr. Dannemiller:

As a contracted vendor through the Interlocal Purchasing System, CI Pavement is pleased to submit the following proposals for your consideration:

- Keller Sports Park Lot E – Asphalt Full Depth Reclamation
- Shady Ln North – Road and Parking – Asphalt Full Depth Reclamation
- Bear Creek Maintenance Building Lot – Concrete
- Sports Pkwy at Line Drive Ave – Asphalt Full Depth Reclamation

The proposals that we have provided conform with the line items in the provided bid forms, but as discussed, we have changed a few specs to value engineer. The deviations from the original specs are as follows. The exact specs vary slightly from project to project, but below represents the general guideline to our value engineering options:

- The original full depth reclamation spec calls for removing the existing asphalt, stockpiling it, performing subgrade repairs, then moving the stockpiled asphalt millings back in place. This is not a common spec outside of heavy duty, high traffic surfaces (such as highways), that are in bad disrepair. We have not seen this spec for any parking lot, even with high traffic. Our spec calls for the more common, standard full depth reclamation, which includes milling the asphalt & subgrade, and mixing/pulverizing this for cement stabilization, without stockpiling to the side.
- The original spec calls for a total of 12" of subgrade cement stabilization. Again, we have found this to be more common on roadways and not necessary for a parking lot. Our spec calls for 6" of subgrade depth to be cement stabilized.
- Both the original spec, and our spec call for 4" of new asphalt for the Sports Park Lot. To put this into perspective, a vast majority of asphalt parking lots, including lots at TXDOT facilities, only have 2" or 3" new asphalt depths. Rest assured, we are comfortable that the specs provide a very high quality product.
- The original specs call for PG 70-22 asphalt mix with no RAS or RAP. Again, this is more of a highway spec, and even TXDOT allows RAS & RAP. Our spec calls for the standard PG 64-22 mix with RAS & RAP.

Our reasoning for Value engineering is not to take shortcuts, but rather to ensure that we do our part to provide a service to you that creates the greatest value to The City of Keller. We feel that this is the greatest benefit of TIPS-USA over the public bid process, as we can provide a consultative approach, allowing for a collaboration with the city and engineering staff to ensure success.

Whether we were performing the work per the original spec or VE spec, our two-year warranty will not change. If you have any questions regarding specifics, or need other details, please feel free to reach out.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Scott Alford', is written over a light blue circular stamp.

Scott Alford
CI Pavement
Account Manager