



Date: March 15, 2022  
Current Meeting: March 17, 2022  
Board Meeting: March 24, 2022

**BOARD MEMORANDUM**

**TO:** Indianapolis Public Transportation Corporation (IPTC) Board of Directors  
**THROUGH:** President/CEO Inez P. Evans  
**FROM:** Vice President of Infrastructure, Strategy, and Innovation Jennifer Pyrz  
**SUBJECT:** Consideration and approval of IFB 22-02-437 construction contract for IndyGo Red Line Hot Mix Asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) Maintenance Project

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**ACTION ITEM A – 9**

**RECOMMENDATION:**

In a manner consistent with IPTC contract award standards, it is requested that the Board authorize the President/CEO to enter into an agreement with Rieth Riley Construction Co. Inc. to provide hot mix asphalt (HMA) and Portland Cement Concrete Pavement (PCCP) maintenance, pavement marking services, and rub rail installation along the Red Line corridor for \$5,147,025.38.

**BACKGROUND:**

Construction of the Red Line Bus Rapid Transit project was substantially complete on September 1, 2019. The project’s scope included pavement resurfacing, work on the corridor’s drainage systems, and construction of new pedestrian facilities, signals, and station areas. The contracted roadway work was mostly limited to milling and resurfacing a layer of existing asphalt, although some full-depth HMA patching was conducted to repair sub-surface deficiencies in locations where problems were evident.

In Spring 2020, after approximately six months of Red Line operation, IPTC identified areas of pavement distress in the Capitol Avenue bus and Bus Access Transit (BAT) lanes. The cause was assumed to be poor subgrade that was not able to support the heavy loading of the BRT vehicles. Full-depth HMA patching was conducted at these locations, including pavement markings, in May 2020. Those patches were re-examined in 2021 and are performing well.

The following year, on September 28, 2021, IPTC released IFB 21-09-421 to conduct additional HMA patching along Capitol Avenue, Meridian Street and College Avenue in response to newly identified areas of pavement distress. Only one bid was received on October 14, 2021, but was rejected, as it significantly exceeded the design engineer’s independent cost estimate.

**DISCUSSION:**

IFB 22-02-437, *Red Line 2022 HMA & PCCP Maintenance Project*, was advertised on February 17, 2022. The project includes the full-depth asphalt pavement patching that was previously advertised in Fall 2021 and adds concrete bus pad replacement at Red Line stations, and installation of rub rail on the Red Line bus station platforms.

The need for concrete bus pad replacement was identified in 2021, after inspection revealed mid-panel cracks at multiple bus pads. IPTC contracted with HSC Pavement Maintenance, Inc. in October 2021 to perform crack sealing at all bus pads along the Red Line and at locations along the lanes themselves to prevent further pavement deterioration. Additional, structural repair was recommended for long-term stability.

The rubber rail installation is being added into this project to minimize impacts to Red Line operations from multiple, separate, construction projects. IPTC determined that the installation of rubber rail at all BRT stations will not only reduce damage to the buses but will give operators a better tool for achieving ADA-compliant boarding. This project will add rubber rail to all Red Line stations and is being included in the design for future Blue and Purple Line stations.

A pre-bid meeting was held virtually on February 22, 2022 for IFB 22-02-437. Potential bidders were given the opportunity to visit the site with IPTC staff later that same day. One bid was received on March 10, 2022 from Rieth-Riley. It was found to be responsive and responsible. The independent cost estimate for this work was approximately \$3.5M. The bid was \$5,147,025.38.

If approved by the Board, work is expected to begin in April 2022 and be completed by July 2023.

### **ALTERNATIVES:**

Pursuant to the Interlocal Cooperation Agreement between IPTC and the City of Indianapolis' Department of Public Works, IPTC is responsible for the maintenance of this infrastructure. If the Board chooses not to proceed with this work at this time, the pavement and bus pads will continue to deteriorate. Potholes will result, which will cause additional wear and tear to the BRT buses and other vehicles and risk greater damage to tires and axles. The work could be delayed, if desired, but cannot be eliminated.

### **FISCAL IMPACT:**

This expenditure is not included in the 2022 capital budget, but because the situation is time-sensitive and not addressing it could negatively impact the operations of the Red Line. Funding for this action item will come from projected underspending of the Capital Budget. The Board could also choose to transfer funds from Operating Budget.

### **DBE/XBE DECLARATION:**

This work will be funded with local funds, so DBE does not apply. IPTC strives to meet the City of Indianapolis' goals on locally funded projects: 15% MBE, 8% WBE, 3% VBE and 1% DOBE. Rieth-Riley's bid included 7.78% MBE and 5.01% WBE participation.

### **STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This action will be reviewed by the Finance Committee on March 17, 2022.