

# CONTRACT

# State of Oklahoma

## Dispatch via Print

**Supplier** 0000069805  
URETEK USA INC  
13900 HUMBLE RD  
TOMBALL TX 77375-6520  
USA

<b>Contract ID</b> 0000000000000000000000006339			Page 1 of 2	
<b>Contract Dates</b> 12/21/2021 to 12/20/2022		<b>Currency</b> USD	<b>Rate Type</b> CRRNT	<b>Rate Date</b> PO Date
<b>Description:</b> SW0721 - Slabjacking			<b>Contract Maximum</b> 0.00	
<b>TYPE: STATEWIDE</b>				

Tax Exempt? Y      Tax Exempt ID:736017987

**Contract Lines:**

Line #	Cat CD / Item ID / Item Desc	UOM	Minimum Order		Maximum / Open	
			Qty	Amt	Qty	Amt
1	31201631 / 1000003294 Crack Repair-Bridges:200-1,000lbs Slabjack/Subseal/Underseal-PC concrete~200 - 1,000 lbs Slabjacking & Subsealing/Undersealing for PC concrete pavements & concrete bridge approaches.	LB	1.00	0.00	0.00	0.00
	Contract Base Pricing		4.25000		LB	0001
2	31201631 / 1000002795 Crack Repair-Bridges:1,001-5,000lbs Slabjack/Subseal/Underseal-PC concrete~1,001 - 5,000 lbs Slabjacking & Subsealing/Undersealing for PC concrete pavements & concrete bridge approaches.	LB	1.00	0.00	0.00	0.00
	Contract Base Pricing		4.25000		LB	0001
3	31201631 / 1000003269 Crack Repair-Bridges:5,001- 10,000lbs Slabjack/Subseal/Underseal-PC concrete~5,001 - 10,000 lbs Slabjacking & Subsealing/Undersealing for PC concrete pavements & concrete bridge approaches.	LB	1.00	0.00	0.00	0.00
	Contract Base Pricing		4.25000		LB	0001
4	31201631 / 1000003346 Crack Repair-Bridges:10,001lbs Slabjack/Subseal/Underseal-PC concrete~10,001 lbs Slabjacking & Subsealing/Undersealing for PC concrete pavements & concrete bridge approaches.	LB	1.00	0.00	0.00	0.00
	Contract Base Pricing		4.25000		LB	0001
5	31201631 / 1000003295 Crack Repair-Bridges:200-1,000lbs Full Depth/asphalt concrete~200 - 1,000 lbs Full Depth Crack Repair for asphalt concrete pavements.	LB	1.00	0.00	0.00	0.00

Final = The price is final after adjustments  
 Hard = Apply adjustments regardless of other adjustments  
 Skip = Skip adjustments if any other adjustments have been applied

**Authorized Signature**

Mike Howard



OKLAHOMA

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Line #	Cat CD / Item ID / Item Desc	UOM	Minimum Order Qty	Amt	Maximum / Open Qty	Amt
	Contract Base Pricing		4.25000	LB		0001
6	31201631 / 1000003541 Crack Repair-Bridges:1,001-5,000lbs Full Depth/asphalt concrete~1,001 - 5,000 lbs Full Depth Crack Repair for asphalt concrete pavements.	LB	1.00	0.00	0.00	0.00
	Contract Base Pricing		4.25000	LB		0001
7	31201631 / 1000003268 Crack Repair-Bridges:5,001-10,000lbs Full Depth/asphalt concrete~5,001 - 10,000 lbs Full Depth Crack Repair for asphalt concrete pavements.	LB	1.00	0.00	0.00	0.00
	Contract Base Pricing		4.25000	LB		0001
8	31201631 / 1000002794 Crack Repair-Bridges:10,001lbs Full Depth/asphalt concrete pave~10,001 lbs Full Depth Crack Repair for asphalt concrete pavements.	LB	1.00	0.00	0.00	0.00
	Contract Base Pricing		4.25000	LB		0001
9	41114603 / Dynamic Cone Penetrometer Testing Testing shall be in accordance with ASTM D 6951	EA	1.00	0.00	0.00	0.00
	Contract Base Pricing		100.00000	EA		0001
10	31201631 / VALUE ADDED SERVICES	EA	1.00	0.00	0.00	0.00
	Contract Base Pricing		500.00000	EA		0001

**COMMENTS:**

LEAD TIME 20 DAYS

\*\*LINE 9 DYNAMIC CONE PENETROMETER TESTS IN ACCORDANCE WITH ASTM D 6951 ARE DONE WITH A SMALL HANDLELD DCP THAT ONLY HAS TO READ DOWN TO 48". OUR VALUE ADDED SERVICE, LINE 10, IS TESTING WITH A VERY ROBUST DYNAMIC CONE PENETROMETER THAT TAKES READINGS DOWN TO 30 FEET OR MORE IF NEEDED.\*\*

PLEASE REFERENCE ATTACHED VALUE ADDED PLAN FOR MY DETAILS AND OPTIONS FOR VALUE ADD SERVICES

VENDOR CONTACT:

DAVE CROWLEY

240-447-4691

DAVE.CROWLEY@URETEKUSA.COM

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Hard = Apply adjustments regardless of other adjustments

Skip = Skip adjustments if any other adjustments have been applied

**Authorized Signature**

## ATTACHMENT A: VALUE ADDED PLAN

This template must be used. The Value Added Plan should identify any value added options or ideas that may benefit the States. The value added claims should be prioritized (identify the most important claims first). The Offeror may add or delete Value Added Claim table templates, but do not exceed the 2-page limit for this section. Do NOT include any identifying information in the Plan. Information listed under the "Documented Performance" line may describe where the Respondent has used the approach or solution previously, and what the results were in terms of verifiable metrics. Example (this example can be deleted to accommodate more claims)

ITEM CLAIM:	URETEK USA provides a dedicated project manager to work with the client at every potential repair location.		
HOW WOULD THIS ADD VALUE:	URETEK treats every project as a custom project. Having a full understanding of the project improves the likelihood of success on the first mobilization. Our project managers work with state officials from initial project concept, through understanding construction methods and site history, through project design/approval and finally installation. The state will receive a proposal detailing the design/scope of the project and the estimated pounds and total price.		
DOCUMENTED PERFORMANCE:	Thousands of projects throughout the 48 contiguous states and Alaska we are actively working in.		
COST IMPACT (%):	None	SCHEDULE IMPACT (%):	None
ITEM CLAIM:	Experienced Superintendents. Our superintendents have over 5+ years experience in polyurethane lifting, stabilizing, and ground modifications projects.		
HOW WOULD THIS ADD VALUE:	The projects will be worked safely, efficiently, and correctly.		
DOCUMENTED PERFORMANCE:	All of our projects		
COST IMPACT (%):	None	SCHEDULE IMPACT (%):	None
ITEM CLAIM:	We have a minimum of a 4 man crew on roadway projects.		
HOW WOULD THIS ADD VALUE:	It allows for the project to be completed quicker than working a smaller crew.		
DOCUMENTED PERFORMANCE:	All the states where we do work for the DOT		
COST IMPACT (%):	None	SCHEDULE IMPACT (%):	33% quicker than a three man crew
ITEM CLAIM:	URETEK USA has an engineering department with a P. E. who has over 6 years experience in working on projects that need remediation.		
HOW WOULD THIS ADD VALUE:	The state will know that the project will be performed correctly.		
DOCUMENTED PERFORMANCE:	All projects that we perform are reviewed by our Engineering Department		
COST IMPACT (%):	None	SCHEDULE IMPACT (%):	None

<b>ITEM CLAIM:</b>	URETEK also utilizes a Deep Injection process and we are able to stabilize weak soils to a depth of 30 feet.	
<b>HOW WOULD THIS ADD VALUE:</b>	The Deep Injection process allows us to solve the problem of weak soils at depth that is causing roadways, foundations, pipes, and other structures to fail.	
<b>DOCUMENTED PERFORMANCE:</b>	We have utilized Deep Injection in all the states where we have worked in the past 10 years.	
<b>COST IMPACT (%):</b>	When utilizing the Deep Injection Process the price of the polymer is: 0-4' @ \$5.10, 4'-9' @ \$5.95, 10'+ @ \$6.25	<b>SCHEDULE IMPACT (%):</b> Deep Injection work is a bit slower than undersealing/void fill work due to the additional labor of using tubing to get the polymer to the desired depth(s).
<b>ITEM CLAIM:</b>	We have various hydro-insensitive polymers we use that include different densities and set times.	
<b>HOW WOULD THIS ADD VALUE:</b>	URETEK treats every project as a custom project. Understanding the project conditions and goals allows us to assign an appropriate polymer to ensure long term success. It allows us to successfully accomplish various project types in various soil conditions including highly saturated soils.	
<b>DOCUMENTED PERFORMANCE:</b>	We have used varying polymer formulations on projects in many states. We also have polymers that have met the stringent NYSDOT Panel Test for Hydro-Insensitivity. In addition, we use polymers that are water blown (not chemically blown) to prevent releasing CFC's.	
<b>COST IMPACT (%):</b>	Price per pound does not change, but using a higher density polymer could change the material quantities somewhat.	<b>SCHEDULE IMPACT (%):</b> None
<b>ITEM CLAIM:</b>	URETEK also offers preliminary subgrade strength testing. URETEK utilizes hydraulically driven Dynamic Cone Penetrometer (DCP) systems capable of testing to minus 30' or farther.	
<b>HOW WOULD THIS ADD VALUE:</b>	Understanding the contributing soil conditions helps develop a successful project plan and scope. We would drill a 2" hole in each testing location. Testing generally takes about 30 minutes to 1 hour per test. Ideally DCP testing would be done prior to a full crew mobilization as part of the scoping/design phase, but this can also be done at the start of a full crew mobilization. In addition, URETEK offers a warranty on projects that have been designed and completed based off DCP testing results.	
<b>DOCUMENTED PERFORMANCE:</b>	DCP testing has been done on thousands of projects throughout the 48 contiguous states and Alaska.	
<b>COST IMPACT (%):</b>	\$500 Per Test Plus Traffic Control Costs.	<b>SCHEDULE IMPACT (%):</b> None
<b>ITEM CLAIM:</b>	We can do our own Maintenance of Traffic (MOT)	
<b>HOW WOULD THIS ADD VALUE:</b>	No need for the state to provide traffic control services.	
<b>DOCUMENTED PERFORMANCE:</b>	TX, VA, GA, FL, LA, KY, among other states.	
<b>COST IMPACT (%):</b>	\$200 per Hour MOT, \$175 per Day for Message Board, \$750 per day for a TMA	<b>SCHEDULE IMPACT (%):</b> None
<b>ITEM CLAIM:</b>	URETEK employs the largest equipment fleet and employee resources of any firm in this space. We have a fleet of 18 two-gun production rigs.	
<b>HOW WOULD THIS ADD VALUE:</b>	On large projects we are capable of bringing on two or more production rigs to cut down on the time of the job.	
<b>DOCUMENTED PERFORMANCE:</b>	Projects in PA, TX, VA, CA, NC, IA, KS, ND, NE, MI, etc.	
<b>COST IMPACT (%):</b>	50% to 66% reduced cost of MOT	<b>SCHEDULE IMPACT (%):</b> We can reduce project times by 70% or more versus competing firms.





# URETEK 0-6339

Final Audit Report

2021-11-18

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By:	Lisa Bradley (lisa.bradley@omes.ok.gov)
Status:	Signed
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