

Bids -

Cork & O'Brien, Kansas City, Mo., \$117,050.86.

Fort to Fort

Section B.

Highway -

J. J. Constant, Lawrence, Kansas, \$18,300.00

Cattle -

Mo. Valley Bridge & Iron Co., Lawrence, Kans., \$15,840.25

C. C. Clark & Co., Topeka, Kansas, \$17,066.10

Section E.

A. C. Baird & Co., Kansas City, Mo., \$149,589.06

Davidson Construction Co., Kansas City, Mo., \$144,722.55

Section F.

A. C. Baird & Co., Kansas City, Mo., \$257,817.11

Davidson Construction Co., Kansas City, Mo., \$252,745.50

Section G.

Davidson Construction Co., Kansas City, Mo., \$218,342.80

J. O. Patterson & Co., Kansas City, Mo., \$206,391.47

With the completion of the reading of the bids, Chairman Andrews announced an adjournment until afternoon at 4 o'clock, when the Commissioners would announce their decision. Meanwhile, the board convened in executive session & took up the bids one by one. It was found that the bid of Cork & O'Brien on Section A for \$117,050.86, was low.

Sec. A

Fort to Fort

Highway

Awards

Cork & O'Brien

Section A

Fort to Fort

Highway

Project #7

Road District

No. 5

was awarded

to Cork & O'Brien

at the figures stipulated, \$117,050.86. Motion carried.

It was also found

that the bid of C. C. Clark & Co. was

lowest for Section B, at \$17,065.99. Upon motion of Commis-

sioner Hoover, awarded by Commissioner Cox, Section B.

Fort to Fort

Highway

Section B

Project #7

Road District

No. 5

was awarded to C. C. Clark & Co., of Topeka, Kansas

at the bid price, \$17,065.99. Motion carried.

Likewise, it was found

that the bid of J. O. Patterson

& Co. was lowest of Section G, at \$206,391.47. However,

before awarding the contract for this section, the two firm

men who compose the firm of J. O. Patterson & Co. were

called in and agreed to the addition of the following to

the contract as originally submitted by them: "This contract

is awarded for a one-course pavement, with the understand-

ing that hard stone should be used meeting the requirements

of Article 82 of the Specifications; provided, that in the event

the hard stone is found to be unsatisfactory after the quarry is

partially opened the contractor will be required to construct a two-

course pavement, using stone of the proper French coefficient of wear