



Contract Modification

Contract: 82000-205935, Hot mix asphalt cold milling and resurfacing, concrete curb,

Cont. Mod. Number	Revision Number	Cont. Mod. Date	Electronic File Created	Net Change	Awarded Contract Amount
1		3/31/2020	Yes	\$35,362.88	\$14,761,888.88
Route		Managing Office Hubbell, Roth, and Clark, Inc.		District 07449	Entered By Baylie Campbell Kall
Contract Location On various routes.					

Short Description

Adding items for temporary pavement markings and impact attenuator.

Description of Changes

A.Original Contract Amount: \$14,761,888.88
B.Current Contract Value (including this revision): \$14,797,251.76
C.Net Total Change (B-a): \$35,362.88
D.Net Percent Change (C/A*100): 0.24%
E.MDOT Oversight Project
F.Consultant: Hubbell, Roth & Clark, Inc.
G.Tier I Approval Required

New Items

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	ItemType	Proposed Quantity	Unit	Unit Price	Dollar Value
Impact Attenuator, Foundation Prep Work	8007060	0940	0960	205935A	0001	Extra	1.000	Dlr	8,400.00000	\$8,400.00

Reason: A.What was done? The Engineer directed the Contractor to perform foundation prep work for the proposed impact attenuator to be installed on the south median pier of the railroad bridge on Third between Baltimore and Amsterdam. Work includes: removal of curb radius at pier (so attenuator sit flush against pier); pavement removal; removal of existing catch basin/inlet, bulkheading existing sewer, and backfilling and compacting granular material to proposed grade; installation of reinforced concrete pad and foundation for attenuator per manufacturer recommendations; and all associated work including winter protection for subgrade and concrete.

B.Why was it done? Third between Grand Blvd and I-94 was originally a one-way street heading southbound. MDOT recently requested that Third between Grand Blvd and I-94 become a two-way street. Therefore an impact attenuator is necessary for the safety of northbound traffic on Third. The prep work is required to, and includes, installing a foundation for the proposed attenuator.

C.Are there any offsetting items? No.

D.Is the work expected to impact contract time or open to traffic date(s)? No.

E.Is this a design error or due to changed conditions? No.

F.Who else has reviewed the proposed contract revisions? City of Detroit DPW CED City Engineer Richard Doherty and MDOT LAP representative Andrea Wilcox.

G.How was the price established? The price was established by the concrete pavement repair subcontractor and deemed reasonable by the Engineer based on the proposed labor, equipment and materials necessary to perform the work. This price includes a 5% Prime Contractor mark-up.

H.Supporting documentation (Contractor quote) included in the Project file.



Contract Modification

New Items

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	ItemType	Proposed Quantity	Unit	Unit Price	Dollar Value
_ Impact Attenuator, TL-2,Furn and Install	8077050	0945	0965	205935A	0001	Extra	1.000	Ea	16,574.25000	\$16,574.25

Reason: A.What was done? The Engineer directed the Contractor to furnish and install a QuadGuard II, 2-bay (TL-2) 36-inch impact attenuator on the south median pier of the railroad bridge on Third between Baltimore and Amsterdam.

B.Why was it done? Third between Grand Blvd and I-94 was originally a one-way street heading southbound, and an impact attenuator exists on the north median pier for southbound traffic. MDOT recently requested that Third between Grand Blvd and I-94 become a two-way street. Therefore an impact attenuator is necessary for the safety of northbound traffic on Third.

C.Are there any offsetting items? No.

D.Is the work expected to impact contract time or open to traffic date(s)? No.

E.Is this a design error or due to changed conditions? No.

F.Who else has reviewed the proposed contract revisions? City of Detroit DPW CED City Engineer Richard Doherty and MDOT LAP representative Andrea Wilcox.

G.How was the price established? The price was established by the traffic control subcontractor and deemed reasonable by the Engineer based on the 2019 Weighted Average Item Price Report for similar items. This price includes a 5% Prime Contractor mark-up.

H.Supporting documentation (Contractor quote, supplier quote, product specifications and 2019 Weighted Average Item Price Report) included in the Project file.

_ Pavt Mrkg,Oyly Cold Plastic,Cold Weather	8117010	0950	0970	205935A	0001	Extra	2,596.500	Sft	3.25000	\$8,438.63
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Reason: A.What was done? The Engineer directed the Contractor to install temporary special pavement markings (regular dry paint stop bars and crosswalks) at recently HMA resurfaced locations including Third from Grand Blvd to Antoinette, McClellan from Jefferson to Gratiot, and Southfield SB SD from Joy to Paul.

B.Why was it done? Permanent pavement markings could not be installed after the roads were resurfaced due to seasonal limitations. Due to this project continuing in to the 2020 construction season, temporary (regular dry paint) pavement markings were required for pedestrian and traffic safety concerns. Permanent pavement markings will be installed in Spring 2020 when seasonal limitations are no longer in effect.

C.Are there any offsetting items? No.

D.Is the work expected to impact contract time or open to traffic date(s)? No.

E.Is this a design error or due to changed conditions? No.

F.Who else has reviewed the proposed contract revisions? City of Detroit DPW CED City Engineer Richard Doherty and MDOT LAP representative Andrea Wilcox.

G.How was the price established? The price was established per the bulletin in Section 811 of the wiki-based MDOT 2012 Standard Specifications for Construction on Temporary Special Markings for Cold Weather. A price of \$3.25/SFT was determined as more than 1,500 SFT of temporary markings were installed.

H.Supporting documentation (MDOT bulletin) included in the Project file.



Contract Modification

New Items

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	ItemType	Proposed Quantity	Unit	Unit Price	Dollar Value
_ Pavt Mrkg,Oyly Cold Plastic,Cold Weather	8117010	0950	0700	207914A	0001	Extra	600.000	Sft	3.25000	\$1,950.00

Reason: A.What was done? The Engineer directed the Contractor to install temporary special pavement markings (regular dry paint stop bars and crosswalks) at recently HMA resurfaced locations including Third from Grand Blvd to Antoinette, McClellan from Jefferson to Gratiot, and Southfield SB SD from Joy to Paul.

B.Why was it done? Permanent pavement markings could not be installed after the roads were resurfaced due to seasonal limitations. Due to this project continuing in to the 2020 construction season, temporary (regular dry paint) pavement markings were required for pedestrian and traffic safety concerns. Permanent pavement markings will be installed in Spring 2020 when seasonal limitations are no longer in effect.

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H.Supporting documentation (MDOT bulletin) included in the Project file.

Total Dollar Value: **\$35,362.88**

Project / Category Summary

Project/Catg	Project/Category Description	Federal Number	Project Status	Finance System	Control Section	Dollar Value
205935A	Hot mix asphalt cold milling and resurfacing, concrete curb,	1900835	MDOT Oversight	STU	82000	
0001	Road Work Federal 81.85%/City of Detroit 18.15%					\$33,412.88
Total:						\$33,412.88
207914A	Hot mix asphalt cold milling and resurfacing, concrete curb,	1900830	MDOT Oversight	NH	82000	
0001	Road Work Federal 81.85%/City of Detroit 18.15%					\$1,950.00
Total:						\$1,950.00
Total Net Change Amount:						\$35,362.88



Contract Modification

If authorized, the contractor agrees to do the work outlined above under the direction of the Engineer, and to accept as payment in full the basis of payment as indicated. Prime Contractor, you are authorized and instructed as the contractor to do the work described herein in accordance with the terms of your contract.

Prime Contractor: Ajax Paving Industries, Inc. Brandon G. King Digitally signed by: Brandon G. King DN: CN = Brandon G. King email = bking@ajaxpaving.com C = US O = State of Michigan Date: 2020.04.02 13:07:16 -04'00'		Recommended by Construction Engineer: Andrea Wilcox - MDOT Andrea Wilcox Apr 3 2020 8:47 AM	
Signature _____ Date _____		Signature _____ Date _____	
Prepared by Project Engineer: Kevin Surhigh - Hubbell, Roth, and Clark, Inc.		Authorized by Managing Office Manager: Olukayode Adefeso Apr 3 2020 2:57 PM	
Signature _____ Date _____		Signature _____ Date _____	
Prepared by Consultant Project Manager: Kevin Surhigh Apr 2 2020 1:34 PM		Authorized by Region Construction Engineer:	
Signature _____ Date _____		Signature _____ Date _____	
Recommended by Local Agency: Richard Doherty - City of Detroit Richard Doherty Richard Doherty City Engineer Apr 2 2020 2:18 PM		Authorized by Bureau of Field Services:	
Signature _____ Date _____		Signature _____ Date _____	
Authorized by Airport Sponsor:		Authorized by Airports Division:	
Signature _____ Date _____		Signature _____ Date _____	
FEDERAL PARTICIPATION - ACTION BY F.H.W.A.			
___ Approved ___ Not Eligible ___ See Letter Dated _____		_____ (Signature) _____ (Date)	
FEDERAL PARTICIPATION - ACTION BY F.A.A.			
___ Approved ___ Not Eligible ___ See Letter Dated _____		_____ (Signature) _____ (Date)	