



Michigan Department of Transportation

Contract Modification

12/1/2021 8:16 AM

FieldManager 5.3c

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
7		12/1/2021	Yes	\$463,300.52	\$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

Final Balancing Modification and extra work to remove debris from catch basins

Description of Changes

A. Original Contract Amount: \$14,761,888.88
 B. Current Contract Value (including this revision): \$15,491,275.00
 C. Net Total Change (B-a): \$729,386.12
 D. Net Percent Change (C/A*100): 4.94%
 E. MDOT LAP Full Consultant Construction Engineering
 F. Tier I Approval Required

Increases / Decreases

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	Item Type	Quantity Change	Unit	Unit Price	Dollar Value
Dr Structure Cover, Adj, Case 1, Modified	4037050	0140	0120	205935A	0001	Original	169.000	Ea	530.00000	\$89,570.00

Reason: A. What was done? Additional structure adjustments were required over plan quantity throughout the Project limits.

B. Why was it done? Actual field conditions dictated that more structure adjustments were required than plan quantity. Some of the additional quantity is offset by structure reconstructs (similar to Case 1 structure adjust item) that were not required based on field conditions. Additional adjustments also required to provide proper drainage to catch basins for new HMA pavement at several side street returns/approaches that were not included in plan quantity.

C. Are there any offsetting items? \$45,900 in structure reconstruct item for same project number.

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.

Dr Structure Cover, Adj, Case 1, Modified	4037050	0140	0100	207914A	0001	Original	92.000	Ea	530.00000	\$48,760.00
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Reason: A. What was done? Additional structure adjustments were required over plan quantity throughout the Project limits.

B. Why was it done? Actual field conditions dictated that more structure adjustments were required than plan quantity. Some of the additional quantity is offset by structure reconstructs (similar to Case 1 structure adjust item) that were not required based on field conditions. Additional adjustments also required to provide proper drainage to catch basins for new HMA pavement at several side street returns/approaches that were not included in plan quantity.

C. Are there any offsetting items? \$17,000 in structure reconstruct item for same project number.

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.



Contract Modification

Increases / Decreases

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	Item Type	Quantity Change	Unit	Unit Price	Dollar Value
_ Dr Structure Cover, Modified	4037030	0120	0110	205935A	0001	Original	-60,956.330	Lb	0.70000	\$-42,669.43

Reason: A. What was done? Less drainage structure covers were required than plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that less structure covers were required to be replaced than plan quantity.
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.

_ Dr Structure Cover, Modified	4037030	0120	0090	207914A	0001	Original	-44,426.710	Lb	0.70000	\$-31,098.70
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Reason: A. What was done? Less drainage structure covers were required than plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that less structure covers were required to be replaced than plan quantity.
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.

_ HMA Approach, Modified	5017031	0260	0240	205935A	0001	Original	1,020.890	Ton	160.00000	\$163,342.40
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Reason: A. What was done? Additional HMA was required for side street returns/approaches over plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that more HMA was required over plan quantity to provide proper drainage for the new HMA pavement. This included extending paving a few feet past the street return spring points at some locations for proper drainage to side street catch basins. Average HMA yields indicate a 35.6% overrun based on plan quantity. Plan quantity was based on installing exactly (no overrun) 3.5 inches (375 lbs/syd) of HMA to match the plan quantity of approach milling (HMA Surface, Rem), but did not account for 2-foot wide butt joints (Pavt for Butt Joints, Rem) at each street return, nor additional HMA thickness to crown pavement for drainage to catch basins (many approaches were flat). Projects with HMA paid by the ton are typically designed to allow for a 10% overrun.
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? Design omission to allow for 10% tonnage overrun, additional HMA for proper drainage (crown and extension to catch basins), and HMA butt joints.

_ HMA Approach, Modified	5017031	0260	0220	207914A	0001	Original	293.320	Ton	160.00000	\$46,931.20
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Reason: A. What was done? Additional HMA was required for side street returns/approaches over plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that more HMA was required over plan quantity to provide proper drainage for the new HMA pavement. This included extending paving a few feet past the street return spring points at some locations for proper drainage to side street catch basins. Average HMA yields indicate a 44.9% overrun based on plan quantity. Plan quantity was based on installing exactly (no overrun) 3.5 inches (375 lbs/syd) of HMA to match the plan quantity of approach milling (HMA Surface, Rem), but did not account for 2-foot wide butt joints (Pavt for Butt Joints, Rem) at each street return, nor additional HMA thickness to crown pavement for drainage to catch basins (many approaches were flat). Projects with HMA paid by the ton are typically designed to allow for a 10% overrun.
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? Design omission to allow for 10% tonnage overrun, additional HMA for proper drainage (crown and extension to catch basins), and HMA butt joints.



Contract Modification

Increases / Decreases

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	Item Type	Quantity Change	Unit	Unit Price	Dollar Value
Reconstructing Dr Structure, Case 1, Mod ified	4037050	0160	0140	205935A	0001	Original	-54.000	Ea	850.00000	\$-45,900.00

Reason: A. What was done? Less structure reconstructs were required than plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that less structure reconstructs (and more structure adjustments) were required to be performed than plan quantity.
C. Are there any offsetting items? \$89,570 in structure adjustment item for same project number.
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.

Reconstructing Dr Structure, Case 1, Mod ified	4037050	0160	0120	207914A	0001	Original	-20.000	Ea	850.00000	\$-17,000.00
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Reason: A. What was done? Less structure reconstructs were required than plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that less structure reconstructs (and more structure adjustments) were required to be performed than plan quantity.
C. Are there any offsetting items? \$48,760 in structure adjustment item for same project number.
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.

HMA, 4E3	5010051	0220	0200	205935A	0001	Original	1,671.990	Ton	81.00000	\$135,431.19
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Reason: A. What was done? Additional HMA 4E3 was required over plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that more HMA 4E3 was required over plan quantity to provide proper drainage for the new HMA pavement. Average HMA yields indicate a 5.5% overrun, which is within typical tolerances for HMA installation. Plan quantity was based on installing exactly (no overrun) 2 inches (220 lbs/syd) of HMA leveling course to match the plan quantity of main line milling (Cold Milling HMA Surface, Modified). Projects with HMA paid by the ton are typically designed to allow for a 10% overrun.
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? Design omission to allow for 10% tonnage overrun.

HMA, 4E3	5010051	0220	0910	205935A	0003	Original	-137.000	Ton	81.00000	\$-11,097.00
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HMA, 4E3	5010051	0220	0180	207914A	0001	Original	312.240	Ton	81.00000	\$25,291.44
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Reason: A. What was done? Additional HMA 4E3 was required over plan quantity throughout the Project limits.
B. Why was it done? Actual field conditions dictated that more HMA 4E3 was required over plan quantity to provide proper drainage for the new HMA pavement. Average HMA yields indicate a 3.5% overrun, which is within typical tolerances for HMA installation. Plan quantity was based on installing exactly (no overrun) 2 inches (220 lbs/syd) of HMA leveling course to match the plan quantity of main line milling (Cold Milling HMA Surface, Modified). Projects with HMA paid by the ton are typically designed to allow for a 10% overrun.
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? Design omission to allow for 10% tonnage overrun.



Contract Modification

Increases / Decreases

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	Item Type	Quantity Change	Unit	Unit Price	Dollar Value
HMA, 5E3	5010057	0230	0210	205935A	0001	Original	748.990	Ton	87.00000	\$65,162.13

Reason: A. What was done? Additional HMA 5E3 was required over plan quantity throughout the Project limits.

B. Why was it done? Actual field conditions dictated that more HMA 5E3 was required over plan quantity to provide proper drainage for the new HMA pavement. Average HMA yields indicate a 3.2% overrun, which is within typical tolerances for HMA installation.

Plan quantity was based on installing exactly (no overrun) 1.5 inches (165 lbs/syd) of HMA wearing course to match the plan quantity of main line milling (Cold Milling HMA Surface, Modified). Projects with HMA paid by the ton are typically designed to allow for a 10% overrun.

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? Design omission to allow for 10% tonnage overrun.

HMA, 5E3	5010057	0230	0920	205935A	0003	Original	-103.000	Ton	87.00000	\$-8,961.00
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HMA, 5E3	5010057	0230	0190	207914A	0001	Original	490.670	Ton	87.00000	\$42,688.29
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Reason: A. What was done? Additional HMA 5E3 was required over plan quantity throughout the Project limits.

B. Why was it done? Actual field conditions dictated that more HMA 5E3 was required over plan quantity to provide proper drainage for the new HMA pavement. Average HMA yields indicate a 7.5% overrun, which is within typical tolerances for HMA installation.

Plan quantity was based on installing exactly (no overrun) 1.5 inches (165 lbs/syd) of HMA wearing course to match the plan quantity of main line milling (Cold Milling HMA Surface, Modified). Projects with HMA paid by the ton are typically designed to allow for a 10% overrun.

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? Design omission to allow for 10% tonnage overrun.

Total Dollar Value: \$460,450.52



Contract Modification

New Items

Item Description	Item Code	Prop. Line	Proj. Line	Project	Catg.	ItemType	Proposed Quantity	Unit	Unit Price	Dollar Value
_ Dr Structure Cleaning, Hardened Debris Rem	4037050	1325	1345	205935A	0003	Extra	6.000	Ea	475.00000	\$2,850.00

Reason: A. What was done? The Engineer directed the Contractor to remove and dispose of hardened debris (jackhammering) within 6 catch basins throughout the Project limits.

B. Why was it done? The existing catch basins were packed with hardened debris and not allowing surface runoff to drain through the sewer system. Therefore, debris removal was required to prevent surface ponding and expedited deterioration of the new HMA pavement.

C. Are there any offsetting items? No.

D. Is the work expected to impact contract time or open to traffic date(s)? No. Part of punchlist/added work included in EOT 01 (CM 003).

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 Project Manager Richard Doherty and MDOT Detroit TSC LAP representative Andrea Wilcox.

G. How was the price established? The price was established by the structure cleaning subcontractor and deemed reasonable by the Engineer based on the proposed labor and equipment necessary to perform the work. The total quote for this work (\$2,850) was then divided by the 6 locations. This work is a non-participating cost.

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

Total Dollar Value: \$2,850.00

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%					\$364,936.29
0003	Road Work City of Detroit 100%					\$-17,208.00
Total:						\$347,728.29
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%					\$115,572.23
Total:						\$115,572.23
Total Net Change Amount:						\$463,300.52



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: 2021.12.07 14:39:32 -05'00'		Recommended by Construction Engineer: Andrea Wilcox - MDOT Andrea Wilcox Dec 21 2021 10:51 PM	
Signature	Date	Signature	Date
Prepared by Project Engineer: Kevin Surhigh - Hubbell, Roth, and Clark, Inc.		Authorized by Managing Office Manager: Signed by: Olukayode Adefeso Date & Time: Dec 22 2021 10:20 AM	
Signature	Date	Signature	Date
Prepared by Consultant Project Manager: Kevin Surhigh Kevin Surhigh Dec 7 2021 3:21 PM		Authorized by Region Construction Engineer:	
Signature	Date	Signature	Date
Recommended by Local Agency: Richard Doherty - Clty of Detroit Richard Doherty Richard Doherty City Engineer Dec 8 2021 11:04 AM		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)	