

**Leka, Kathy**

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**From:** Lazarides, Dave  
**Sent:** Friday, December 07, 2007 11:41 AM  
**To:** Leka, Kathy  
**Subject:** FW: City of Granite City - Pontoon Road Overpass - ICC Dkt. No. T02-0067  
**Attachments:** Additional Details for Exhibit A (2).pdf; Additional Details for Exhibit A.pdf

-----Original Message-----

**From:** @ Robertson, Eric  
**Sent:** Thursday, December 06, 2007 8:36 PM  
**To:** beerupk@dot.il.gov; bensontm@dot.il.gov; r.boyle@gundlachlee.com; Lazarides, Dave; rberry@icc.illinois.gov; jobrien@icc.state.il.us; jeff.harpring@illinois.gov; jjuneau@jaipc.com; judy.a.beavert@kcsr.com; mike.r.haverty@kcsr.com; dwjacksonlaw@msn.com; @ Flynn, Neil; rhray@nscorp.com; thomas.ambler@nscorp.com; pbrown@thompsoncoburn.com; mackhshumate@up.com; rpfarwel@up.com  
**Cc:** Vercruysse, Brian; Stead, Mike; bkulick@jaipc.com  
**Subject:** City of Granite City - Pontoon Road Overpass - ICC Dkt. No. T02-0067

Attached is additional and supplemental info we will present in support the City of Granite City's 2nd supplemental Petition. Provided to you to assist our discussions at the December 12 meeting on his matter. Thanks

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**ADDITIONAL DETAILS (2) FOR EXHIBIT A  
PONTON ROAD HIGHWAY OVERPASS PROJECT AND CENTURY DRIVE EXTENSION -  
DIVISION OF COST COMPARISON**

IMPROVEMENT	ESTIMATED COST	GCPF	NS	RAILROADS	IDOT	CITY	TOTAL COST	
							CURRENT ESTIMATE	2 <sup>nd</sup> SUPP.
RR Bridge	\$7,121,531	70% \$4,985,072		5% \$356,077	25% \$1,780,383		\$7,121,531	\$5,689,340
MSE Wall (between RR Bridge and IL 203 Bridge)	\$1,798,145	50% \$899,072			50% \$899,072		\$1,798,145	\$1,367,532
IL 203 Bridge	\$1,770,153				100% \$1,770,153		\$1,770,153	\$1,432,105
Pontoon Road-Bridge West Approach	\$3,139,759	70% \$2,197,832		5% \$156,988	25% \$784,940		\$3,139,759	\$2,650,912
Pontoon Road-Bridge East Approach	\$5,397,822	70% \$3,778,476		5% \$269,891	25% \$1,349,456		\$5,397,822	\$4,263,360
Connector Roads-West Pontoon Road	\$2,481,277	42.2% \$1,047,099			18.1% \$449,111	39.7% \$985,067	\$2,481,277	\$1,761,801
Connector Roads-East Pontoon Road	\$4,266,191	70% \$2,986,334			30% \$1,279,857		\$4,266,191	\$3,468,135
West Pontoon Road Improvements	\$1,442,063	41% \$591,246			44% \$634,508	15% \$216,309	\$1,442,063	\$1,167,819
Replace NS Building	\$285,350	70% \$199,745	15% \$42,803			15% \$42,803	\$285,350	\$219,500
Install barricades at 22nd Street	No Estimate							
Century Drive Extension	\$2,442,854	70% \$1,709,998		5% \$122,143	25% \$610,713		\$2,442,854	\$2,043,517
<b>TOTALS</b>	<b>\$30,145,146</b>	<b>\$18,394,873</b>	<b>\$42,803</b>	<b>\$905,098</b>	<b>\$9,558,193</b>	<b>\$1,244,179</b>	<b>\$30,145,146</b>	<b>\$24,064,022</b>

**ADDITIONAL DETAILS FOR EXHIBIT A  
PONTON ROAD BRIDGE - GRANITE CITY (T02-0067)  
12/05/07**

IMPROVEMENT	Construction Cost		Utility Relocation & Adjustment		Railroad Force Account		Land Acquisition		ROW Documents 2 <sup>nd</sup> Supp. & Current	Real Estate Relocations, Appraisals & Negotiations		Building Demolition		Soil Boring & Analysis 2 <sup>nd</sup> Supp. & Current	Design Engineering		Construction Engineering		Current Totals
	2 <sup>nd</sup> Supp.	Current <sup>1</sup>	2 <sup>nd</sup> Supp.	Current	2 <sup>nd</sup> Supp.	Current <sup>2</sup>	2 <sup>nd</sup> Supp.	Current		2 <sup>nd</sup> Supp.	Current <sup>3</sup>	2 <sup>nd</sup> Supp.	Current <sup>4</sup>		2 <sup>nd</sup> Supp.	Current	2 <sup>nd</sup> Supp.	Current <sup>5</sup>	
RR Bridge-(E)	\$3,506,481	\$4,638,253	\$70,000	\$51,215	\$1,125,000	\$1,462,500	\$46,080	\$45,563	\$1,659	\$6,451	\$9,156			\$37,500	\$607,082	\$586,598	\$289,087	\$289,087	\$7,121,531
MSE Wall (between RR Bridge and IL 203 Bridge)-(E)	\$904,497	\$1,346,437	\$45,000	\$32,924			\$127,014	\$125,590	\$4,573	\$17,782	\$25,238			\$37,500	\$156,597	\$151,313	\$74,570	\$74,570	\$1,798,145
IL 203 Bridge-(E)	\$1,104,757	\$1,461,335	\$45,000	\$32,924											\$191,268	\$184,815	\$91,080	\$91,080	\$1,770,153
Pontoon Road-Bridge West Approach-(E)	\$806,369	\$1,216,637	\$140,000	\$102,430			\$1,136,018	\$1,123,273	\$40,897	\$159,042	\$225,732	\$125,000	\$191,914	\$37,500	\$139,608	\$134,897	\$66,480	\$66,480	\$3,138,759
Pontoon Road-Bridge East Approach-(E)	\$1,613,195	\$2,633,879	\$25,000	\$18,291			\$1,777,528	\$1,757,588	\$63,991	\$248,854	\$353,204	\$85,000	\$130,501	\$37,500	\$279,295	\$269,871	\$132,997	\$132,997	\$5,397,822
Connector Roads-West Pontoon Road																			
1.) Briardiff Drive-(E)	\$84,968	\$112,393	\$5,416	\$3,963			\$12,862	\$12,718	\$463	\$1,801	\$2,556				\$14,711	\$14,214	\$7,005	\$7,005	\$153,312
2.) Briardiff Detention Basin-(A)	\$171,018	\$229,103	\$10,901	\$7,976			\$25,888	\$25,598	\$932	\$3,624	\$5,144				\$29,609	\$28,610	\$14,099	\$72,400	\$369,763
3.) Briarhaven Drive-(A)	\$39,539	\$52,968	\$2,520	\$1,844			\$5,985	\$5,918	\$215	\$838	\$1,189				\$6,845	\$6,614	\$3,260	\$16,739	\$85,488
4.) Briarbor Extension-(A)	\$166,222	\$222,679	\$8,683	\$6,353			\$20,621	\$20,390	\$742	\$2,887	\$4,097				\$28,778	\$27,807	\$13,704	\$70,369	\$352,437
5.) Old Alton Road Connector-(A)	\$624,517	\$836,631	\$33,434	\$24,462			\$79,400	\$78,509	\$2,858	\$11,116	\$15,777				\$108,124	\$104,475	\$51,487	\$264,387	\$1,327,100
6.) Rode/Braden-(E)	\$90,358	\$119,523	\$14,046	\$10,277			\$33,357	\$32,983	\$1,201	\$4,670	\$6,628				\$15,644	\$15,116	\$7,449	\$7,449	\$193,177
Connector Roads-East Pontoon Road																			
1.) Commercial Entrance-(A)	\$182,904	\$245,026	\$4,991	\$3,652			\$153,579	\$151,857	\$5,529	\$21,501	\$30,517				\$31,666	\$30,598	\$15,079	\$77,432	\$544,610
2.) Mantley/Amos-(A)	\$527,370	\$706,491	\$18,266	\$13,364			\$562,042	\$555,737	\$20,234	\$78,686	\$111,681				\$91,304	\$88,224	\$43,478	\$223,260	\$1,718,990
3.) Mitchell Avenue-(A)	\$107,857	\$144,490	\$3,066	\$2,243			\$94,338	\$93,280	\$3,396	\$13,207	\$18,745				\$18,674	\$18,043	\$8,892	\$45,661	\$325,859
4.) North Street-(E)	\$351,731	\$465,258	\$23,677	\$17,323			\$728,548	\$720,375	\$26,228	\$101,997	\$144,766	\$140,000	\$214,943		\$60,896	\$58,841	\$28,998	\$28,998	\$1,676,733
West Pontoon Road Improvements-(E)	\$881,984	\$1,166,659	\$25,000	\$18,291			\$30,120	\$29,782	\$1,084	\$4,217	\$5,985				\$152,699	\$147,547	\$72,714	\$72,714	\$1,442,083
Replace NS Building-(E)	\$219,500	\$285,350																	\$285,350
Install barricades at 22nd Street																			
Century Drive Extension-(E)	\$965,752	\$1,277,464	\$185,000	\$135,354	\$450,000	\$585,000	\$166,619	\$164,749	\$5,998	\$23,327	\$33,108				\$167,202	\$161,560	\$79,620	\$79,620	\$2,442,854
<b>TOTALS - Current</b>		\$17,160,578		\$482,885		\$2,047,500		\$4,943,910	\$180,000		\$983,526		\$537,358	\$150,000		\$2,029,144		\$1,620,247	\$30,145,148
<b>TOTALS - 2nd Supp.</b>	\$12,348,021		\$880,000		\$1,575,000		\$5,000,000		\$180,000		\$700,000		\$350,000	\$150,000		\$2,100,000		\$1,000,000	\$24,084,020
<b>DIFFERENCE</b>	\$-4,611,555		\$-177,115		\$-472,500		\$56,090		\$0		\$-283,526		\$-117,358	\$0		\$70,856		\$-620,247	\$-5,061,128

For Notes <sup>1,2,3,4,5</sup> Refer to Attached Notation Sheet

(A) - Work Included in Phase 1 Construction that was bid on 2/9/06 and is 95% complete. The low bid amount was \$2,437,388

(E) - Work Included in Phase 2 Construction that will bid on 12/21/07. Values shown are estimated. The current Phase 2 Construction cost Estimate is \$14,437,838

2<sup>nd</sup> Supp.-Values reflected in Appendix A included in T02-0067 Second Supplemental Order

Current-Values of Completed Work, Bid Work and Currently Estimated Work

The Overall Reimbursements to date is as follows:

GCFF	NS	RAILROADS	IDOT	CITY	TOTAL
\$14,736,362			\$4,701,329		\$19,437,691

**ADDITIONAL DETAILS FOR EXHIBIT A  
PONTOON ROAD BRIDGE - GRANITE CITY (T02-0067)  
NOTATION ATTACHMENT**

Notes:

1/ This item includes the current construction costs. These costs include actual and estimated costs. The work that was not affected by ongoing property negotiations was constructed as part of Phase 1 and these improvements are denoted (A) on ADDITIONAL DETAILS FOR EXHIBIT A. The Phase 1 improvement plans were approved by the Illinois Department of Transportation on 1/18/06 and were designated as Section No. 02-00181-01-GS. Phase 1 was bid on 2/07/06 and construction was started on June 12, 2006. The low bidder was Keller Construction Company with a bid of \$2,437,388. The construction of Phase 1 is currently 95% complete with a completion anticipated in Spring 2008. The costs indicated in ADDITIONAL DETAILS FOR EXHIBIT A for improvements denoted (A) are actual costs. The original estimated cost for this work was \$1,819,428 and the components comprising this total appear on ADDITIONAL DETAILS FOR EXHIBIT A under the column noted 2<sup>nd</sup> Supp. A review of the costs indicated that separating the project into two phases resulted in higher unit prices due to the lower quantity of work and work items than was assumed in the original estimate that included Phase 1 and Phase together. Also, the original estimate was generated utilizing a 3% construction price index rate. This rate was noted by Engineering News Record (ENR) for this time frame. After discussion with the Illinois Department of Transportation, the actual statewide rate has been 8% to 9% since the original estimate was made. This cost increase was due to material price escalations for fuel, asphalt, concrete, and steel.

Phase 2 improvements are indicated on ADDITIONAL DETAILS FOR EXHIBIT A by the notation (E). These improvement plans were approved by the Illinois Department of Transportation on 11/20/07. This phase is designated as Section No. 06-00181-05-GS and is schedule to be bid on 12/21/07. The construction is expected to take 234 working days as defined by the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction. The original estimated cost for this work is \$10,310,092 and the current cost estimate is \$14,437,818. This current cost estimate utilizes the 8% construction price index rate. Also, after review of the soil boring information it was discovered poor soil subgrade conditions exist in the vicinity of the east and west approaches to the structures. It was the original recommendation to over-excavate the poor materials and replace with suitable materials. However as now directed by the Illinois Department of Transportation Bridge Office, stone columns and wick drains along with over-excavation will now be utilized to treat this condition. This cost was not known at the time the original estimate was generated.

The item of work Replace NS Building was estimated to cost \$219,500 in a force account estimate provided by the Norfolk Southern Corporation on April 22, 2004. This estimated cost was adjusted to a value of \$285,300 due to the estimated increase in price due to the construction cost escalation.

Originally, Phase 1 and Phase 2 were to be part of the overall construction package. The project was separated into two phases in order to keep the project progressing forward and on schedule. Due to the ongoing property negotiations, bidding of Phase 2 was delayed from October 2005 until December 2007. The land acquisition required in the vicinity of the structure has been completed and we are awaiting execution of the final documents from the last railroad. The land acquisition required in the vicinity of 20<sup>th</sup> Street has been completed with the exception of one property which involves a dissolved trust. This delay caused an increase in price due to the construction cost escalation over a two year period.

- 2/ This item of work consists of the various technical and construction items of work associated with Railroad Force Account work. The estimated amount of work submitted by the Norfolk Southern Corporation was \$556,183 for Pontoon Road and \$262,144 for 20<sup>th</sup> Street on April 22, 2004. These costs have been increased to reflect the construction cost escalation over three year period. Union Pacific Railroad Company has submitted a force account estimate to the Granite City dated 11/13/2006 for an amount of \$364,262. For estimating purposes, the total value of the work at Pontoon Road includes the projected Norfolk Southern Corporation work at Pontoon Road at a value of \$733,976, the value of the Union Pacific Railroad Company work at \$364,262 and estimating the value of the Kansas City Southern Railroad work at \$364, 262 for an overall estimated value of the Pontoon Road work at \$1,462,500. At the 20<sup>th</sup> Street crossing, a projected force account amount for the Norfolk Southern Corporation is valued at \$340,787. For estimating purposes, the remaining work for the other railroads is estimated to be \$244,213.
- 3/ This item of work includes costs associated with real estate appraisals, property owner negotiations and owner/tenant relocation costs. The cost increase indicated on ADDITIONAL DETAILS FOR EXHIBIT A is primarily due to relocation expenses. This project was governed by the Uniform Relocation Assistance and Real Property Policies Act of 1970. The originally estimated cost for relocations was \$100,000 and the final cost for the relocations is \$355,652. The principle reason for this increase is attributed to the unknown tenants associated with the properties that were purchased. With these cases of commercial/residential tenants and owner occupied properties, compensation under the Uniform Relocation Assistance and Real Property Policies Act of 1970 is afforded to both parties.
- 4/ Building Demolition plans for this project were approved and bid as Section Numbers 04-00181-02-BD, 04-00181-03-BD, 05-00181-04-BD, 07-00181-06-BD, and 07-00181-07-BD. A total of 49 individual residential and commercial structures were demolished. Cost increases for building demolition were primarily due to the additional testing and abatement required for asbestos and hazardous materials. The presence of these materials was not known until Granite City took possession of these structures and

performed destructive testing methods. Also, many of the structures contained obsolete fuel oil tanks in the basement which still contained material that had to be tested, classified and removed prior to demolition. The testing and abatement costs associated with these structures were unknown at time of estimation; therefore the original cost estimate did not include these items.

- 5/ Construction engineering services completed to date total \$620,247. The estimated cost of construction engineering services including services completed to date is now \$1,620,247. The estimated cost for this work for the total project (Phase 1 and Phase 2) was originally estimated at \$1,000,000. These services include construction staking, providing a full time resident engineer and construction observers. Services this period included construction engineering relating to Phase 1 construction elements and utility relocations affecting Phase 1 work. The original estimate for construction engineering services was based upon the overall project being constructed under one contract. Phase 1 construction activities have commenced over two construction seasons. Phase 2 construction activities are estimated to take 234 working days as defined by the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction. This term approximately equates to two full construction seasons. The approximate total term for Phase 1 and Phase 2 is four construction seasons.

The elements included in the Phase 1 plans are not part of a linear improvement. These items such as the improvements to the Briarcliff Detention Basin, Manley Avenue, Amos Avenue, Mitchell Avenue, Briarhaven Drive, Briarmoor Extension, Old Alton Road Connector and the Commercial Entrance are in different locations within the overall project limits. The different locations required mobilization of multiple personnel because a number of these elements were being constructed concurrently. The original estimate assumed that Phase 1 and Phase 2 would be constructed at the same time and that construction of all elements would proceed in a linear fashion.