

CONSTRUCTION VALUE ENGINEERING CHANGE PROPOSAL MISSOURI DEPARTMENT OF TRANSPORTATION

Date 3/19/08 *VE # 1 REV.*

Contract ID <u>071130-805</u>	Job No. <u>J8S0851</u>
County <u>Greene</u> Route <u>266</u>	Original Bid Cost <u>\$11,889,618.21</u>
Contractor <u>APAC-Missouri, Inc.</u>	By <u>David B. Tag, P.E.</u>
Designed By <u>APAC-Missouri, Inc.</u>	Phone <u>573-449-0886</u>

VE # 08-24

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages

APAC-Missouri, Inc. proposes to delete the temporary signals at the Route 266 ramps whose only purpose is to direct traffic during the closure and detour of I-44 for the removal of the bridge deck and removal and re-setting of the girders over I-44. We propose to use certified flagmen at the ramp intersection for directing traffic.

The advantages of this proposal are many. The primary advantage is that flagmen offer the versatility and direct connection with the traveling public necessary for this multi-staged project. Temporary signals set for stage 1 will not work for stage 2 due to the traffic shifts and road relocations. Installation of the temporary signals will require a work zone to install them, a work zone to change them, and a work zone to remove them. The presence of the covered temporary signals during non-detour times could add confusion to the traveling public at the ramps or on Route 266. APAC-Missouri, Inc. proposes to use 3 flagmen at each ramp location – one each for the I-44 off-ramp, Route 266 EB, and Route 266 WB. Route 266 will be reduced to two lanes throughout the project so this will offer direct control of all the traffic. Priority will be given to I-44 traffic to ensure the least amount of delay possible. At this time we are expected these detours for stage 1 – 1 WB for deck removal, 1-EB for deck removal, 1-WB for girder removal, 1-EB for girder removal, 2-WB for girder installation, 2-EB for girder installation. This would make a total of 8 nights per stage that the detour would be used, with only one ramp affected each night. Light plants will be placed at the flagmen controlled intersections for improved visibility.

APAC-Missouri, Inc. does not foresee any disadvantages to the above proposal.

See attached sheet showing detailed items of savings and items of additional cost.

2. Estimate of reduction in construction costs. NO COST VE PROPOSAL
3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.

APAC-Missouri, Inc. foresees no additional costs for MoDOT.

4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.

Detailed breakdown is attached

5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.

March 26, 2008
(date)

Delay expected detour of I-44 for deck removal
(effect)

6. Dates of any previous or concurrent submission of the same proposal.

1/3/08

(date and/or dates)

This was part of our previous VE proposal to re-use the existing girders and was viewed favorably.

Additional Comments:

**** Portion Below This Line To Be Filled Out by MoDOT ****

Comments: I have no issues with this proposal. It appears to offer a better solution than temporary signals for handling the traffic. I recommend that we include verbiage that this proposal covers all costs for handling I-44 traffic control and no additional compensation shall be rendered to the contractor for additional I-44 closures beyond what is shown in this VE due to exceeding the cost of the temporary signals.


Submitted By Resident Engineer

20 MAR 08
Date

Comments: I concur with the Resident Engineer's recommendations.

Approval Recommended

Rejection Recommended

Andy T. Munk for Kirk Juranas

District Engineer

4/01/2008

Date

Comments:

Approval

Rejection

David D. Coover

State Construction and Materials Engineer

4-22-08

Date

Distribution:

Resident Engineer, Project Manager, District Operations Engineer, State Construction and Materials Engineer
*Value Engineering Administrator - *MoDOT, P.O. Box 270, Jefferson City, MO 65102

603664 - Route 266, Greene Co., J8S0851 Value Engineering Proposal

SAVINGS

Item	Description	Quantity	Unit	Price	Total
2800	Temporary Traffic Signals	1	LS	\$ 20,857.50	\$ 20,857.50
				TOTAL	\$ 20,857.50

COST

	Flagging Traffic In Lieu of Signals	1	LS	\$ 20,800.00	\$ 20,800.00
340	Construction Sign (1 Added Flagmen)	16	SF	\$ 8.26	\$ 132.16
				TOTAL	\$ 20,932.16

SAVINGS VE PROPOSAL

NO COST

FLAGGING COST SUMMARY

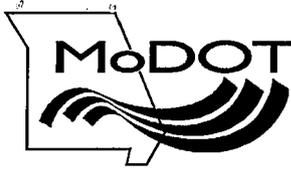
16 Shifts x 3 Gen. Laborers x 8 hours = 384 manhours x (\$19.74 x 1.47 + \$8.89) = \$14,556.60

2 Light Plants x 16 Shifts x 8 hours x \$17.00 = \$ 4,352

SUBTOTAL = \$ 18,908.60

10% OVERHEAD & PROFIT = \$ 1,890.86

TOTAL = \$ 20,799.46



MEMORANDUM

Missouri Department of Transportation
Construction and Materials
District 8

TO: Dave Ahlvers
State Operations Engineer

FROM: Jimmy McDiarmid
Operations Engineer - Construction

DATE: April 2, 2008

SUBJECT: Value Engineering Proposals
Job No. J8S0851
Route 266, Greene County

Attached for your review and approval are Value Engineering Proposal from APAC-Missouri, Inc. on the above referenced project. The proposal have been thoroughly reviewed and recommendation is made for approval.

Should you have any questions or concerns, please don't hesitate to contact my office.

mj
Attachment



MEMORANDUM
Missouri Department of Transportation

District 8
Springfield Construction

TO: Kirk Juranas
District Engineer

CC:

FROM: Johnny Teegardin
Resident Engineer 

DATE: March 20, 2008

SUBJECT: VE Proposal – Temporary Traffic Signals
Job No.: J8S0851
Route: 266
County: Greene

Please find enclosed for your review, comments, and recommendation/rejection and forward to Construction Division this VE proposal to eliminate the temporary signals at the Ramps on Rte 266 utilized for I-44 closures and utilize trained flagman at all intersections to control traffic. This results in a No Cost VE due to offsetting costs for flagman and additional equipment. The benefit is the face-to-face interaction not achieved with the signals and the elimination of multiple work zones to install and relocate temporary signals.

I recommend that we include a statement that this VE covers all costs associated with the flagging operations and no additional compensation shall be given to the contractor for unforeseen lane closures due to the fact that the temporary signals were a lump sum item and could have been utilized multiple times at no additional cost to MoDOT.

Copy: File

jt

VALUE ENGINEERING CHECK SHEET

TYPE OF WORK

(Check one that applies)

- Bridge/Structure/Footings
- Drainage Structures (RCP, RCB, CMP's, ect.)
- TCP/MOT
- Paving (PCCP, ect.)
- Grading/MSE Walls
- Signal/Lighting/ITS
- Misc. _____

SUMMARY OF PROPOSAL

(If needed, condense summary to a couple of lines)

USE FLAGGERS IN LIEU OF TEMPORARY STAKES.
SAVINGS NOMINAL BUT WILL REDUCE TIME OF CONSTRUCTION

SCANNING OF DOCUMENT

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.