

VALUE ENGINEERING CHANGE PROPOSAL  
MISSOURI DEPARTMENT OF TRANSPORTATION

#2

Date 07/14/08

Contract ID 080523-403  
County Lafayette Route P  
Contractor APAC-Missouri, Inc.  
Designed By MoDOT  
VECP # VECP 08-70

Job No. J4M0202  
Original Bid Cost \$101,781.18  
By Casey Castrop  
Phone 573-449-0886  
VECP  or VECPP/PDU

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

The plans show paving a 3/4" lift of BP-3 and 1-1/4" lift of BP-2 on Rte. P. APAC proposes to pave a 1-3/4" lift of BP-1 at a unit price of \$47.95/ton. Savings for this change equal  $\$101,781.18 - 83,509.72 = \$18,271.46$ .

The advantage to this proposal is the reduction in the number of loaded trucks traveling on this soft roadway.

2. Estimate of reduction in construction costs. \$18,271.46

3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.

None anticipated

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

\_\_\_\_\_  
(date)

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

August 1, 2008

(date)

\_\_\_\_\_  
(effect)

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

\_\_\_\_\_  
(date and/or dates)

Additional Comments:

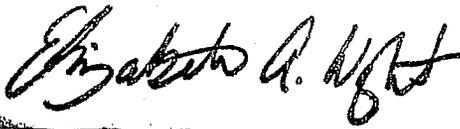
**\*\* Portion Below This Line To Be Filled Out by MoDOT \*\***

Comments: SEE ATTACHED

  
Submitted By Resident Engineer

7/21/08  
Date

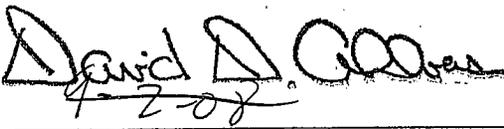
Comments: - REVIEWED OTHER POSSIBLE OPPORTUNITIES BUT THIS SPECIFIC PROPOSAL DOES NOT MEET THE INTENT OF THE PROJECT.

 (PSA)  
District Engineer

Approval Recommended  
 Rejection Recommended

8/25/08  
Date

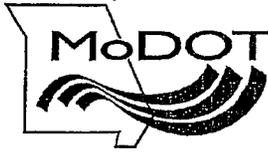
Comments: STRIPPING IN EXISTING ASPHALT SURFACE MAKES MILLING AN UNVIABLE OPTION ON THIS PROJECT

  
State Construction and Materials Engineer

Approval  
 Rejection

by PERS 9-2-08  
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



**MEMORANDUM**  
**Missouri Department of Transportation**  
**Construction**  
**Richmond Project Office**

**TO:** Perry Allen-4co  
**CC:** File  
**FROM:** Brian K. Iles *BKI*  
Resident Engineer  
**DATE:** July 21, 2008  
**SUBJECT:** VE Concept Proposals  
Job No. J4P2020 and J4M0202  
Contract ID 080523-403  
Route 24 and Route P, Lafayette County



Attached are five Construction Value Engineering Concept Proposals for the above referenced projects submitted by APAC-MO. The following are my recommendations for each VECP. Feel Free to contact me with any questions or comments.

**VECP No. 1 – J4M0202 (Rte. P)**

The contractor proposes eliminating the modified cold milling on the north and south end of this project. The north end of Rte. P ends at railroad tracks. There is a gravel entrance for the railroad to access the tracks. The contract includes crushed stone for this entrance. The south end of Rte. P ends at Rte. 24. The Project Manager, Paul Boenishch, indicated that this project was designed to be let alone and that is why the modified milling was included in the contract at the Rte. 24 intersection. Since the project was let combination with the Rte. 24 overlay, the modified milling is unnecessary. APAC intends to install the Rte. 24 overlay prior to overlaying Rte. P. There will be a 1.75-inch elevation difference between Rte. 24 and Rte. P for approximately two weeks. MoDOT will require the contractor to install a wedge until the Rte. P overlay is connected to Rte. 24.

I recommend approval of this Construction Value Engineering Concept Proposal No. 1.

*AGREED  
PJM*

**VECP No. 2 – J4M0202 (Rte. P)**

The contractor proposes installing 1.75-inches of BP-1 in lieu of the contract specified 0.5-inch of BP-3 and 1.25-inch of BP-2. Rte. P has significant rutting caused by trucks used to repair the railroad bed after the flooding that occurred the spring of 2007. This contract does not include quantity for irregularities. The BP-3 will overrun significantly to backfill the rutting. If used, the BP-1 would significantly overrun as well, which would negate any savings. This roadway needs a surface leveling before installation of a surface lift. In addition, the BP-3 is a better mix for backfilling the severe irregularities. Therefore, I recommend this proposal be denied.

*AGREED  
PJM*

VECP No. 3 - J4P2020 (Rte. 24)

The contractor proposes eliminating the 3.5-inch BP-1 overlay on the mainline concrete adjacent to the Tabo Creek Bridge but still install 3.75-inch, 4-foot wide shoulders. The existing concrete surface is in poor condition. In fact, this stretch will receive nearly 195 pavement repairs as part of this project. On July 10 2008, MoDOT determined to change the overlay thickness on the concrete from 3.50-inches to a minimum thickness of 2.75-inches to avoid encountering steel when conducting modified milling. MoDOT informed the contractor of this in a letter dated July 10, 2008. I recommend this proposal be denied because of the poor condition of the existing concrete.

AGREED  
PTA

VECP No. 4 - J4P2020 (Rte. 24)

The contractor proposes using a tack coat in lieu of a prime coat on the existing shoulders. APAC-MO inquired about this item in a phone call on July 14, 2008. There was no mention of value engineering at the time of the phone conversation with the contractor. This office contacted central office for a recommendation on the same day. Central Office informed this office that no prime is necessary. MoDOT informed the contractor that the prime was unnecessary in a letter dated July 14, 2008. Therefore, MoDOT did inform the contractor of the underrun prior to this proposal submittal. As result, I recommend the proposal be denied or only be considered as a practical engineering savings (75/25).

DELETED  
AGREED  
PTA

VECP No. 5 - J4P2020 (Rte. 24)

MoDOT has requested the contractor submit information about the existing roadway condition before MoDOT will consider the proposal for acceptance. We requested at least one core per mile to adequately indicate the condition of the roadway. The contractor has agreed to do this. My recommendation will be based on the results of the cores.

BRIAN INFORMED ME  
THAT CORES DETERMINED  
THAT STRIPPING EXISTS  
IN SOB COURSES. THIS  
PRECLUDES ANY MILLING  
UNLESS FULL REMOVAL.  
SINCE THIS IS NOT THE  
SCOPE, I RECOMMEND  
DENIAL OF THIS VECP  
NO. 5.

PTA

# 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)

\_\_\_\_ Mill-and-fill in lieu of level course on multi-lift overlay.

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## 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.

\_\_\_\_ proposal is not large

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