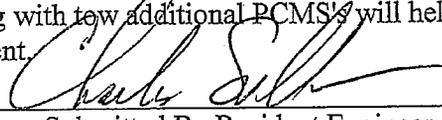


Additional Comments:

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

Comments:

This proposal is a very good idea. It eliminates traffic running on new and old patches plus additional work that was not covered in the contract. To assist in the management of traffic an incident management plan will be used to assist in the handling of traffic. Coordination with KC Scout for monitoring the DMS signs at the 177 and 151 MM of I-70 WB along with two additional PCMS's will help notify travelers of upcoming work. I approve of this VE in content.



Submitted By Resident Engineer

4-25-12

Date

Comments:

This is a valid conceptual proposal. Since its submittal, negotiations have been accomplished to proceed w/ this concept including the introduction of milestone dates w/ an incentive/disincentive clause. Proceeding with the 24-hr type will accomplish the work much faster and should result in better performing patches using the B2-Mix in lieu of rapid set.

Approval Recommended

District Engineer

5/3/2012
Date

Rejection Recommended

Note: This is conceptual, final VE savings will be based on final quantities at the completion of the work. VE @ 50/50.

Comments:

N/A

Approval Recommended

Federal Highway Administration

Date

Rejection Recommended

Required for FHWA Full Oversight Projects

Comments:

Concur. This is a 50/50 cost share proposal.

Approval

State Construction and Materials Engineer

Date

Rejection

APAC-Missouri proposes the following changes for performing the bridge rehabilitation.

1. Perform the bridge rehabilitation on a 24 hour per day time frame to reduce the amount of time the old bridge deck is exposed to traffic. With this change, we will only mill the asphalt from one lane of the bridge deck at a time. Hours of work will be 8 p.m. on Sunday night to 6 a.m. Friday morning for each lane.
2. Allow for B-2 concrete to be used for the patching instead of the rapid set mortar. This change would allow for sufficient curing before any traffic would be allowed on the repaired deck.

Advantages of the proposal are as follows:

1. Elimination of water ponding on the driving surface as the bridge deck drains would be 2.25" higher than the exposed concrete surface. The 24-hr lane drop would keep traffic off of the exposed concrete and potential water ponding during a rain storm.
2. Elimination of traffic running on a deteriorated bridge deck and potentially exposing more repairs than can be repaired in one night.
3. Repairs to each lane would be shortened from 12-13 days per lane to 5 days reducing the amount of time that traffic would be exposed to the deteriorated concrete, water ponding, and lane height differentials.
4. Elimination of additional depth transition milling for getting traffic onto a deteriorated bridge deck.

Disadvantages of the proposal are as follows:

1. Potential for congestion or slow traffic due to the 24-hr lane drop.

Cost Savings can be achieved by utilizing the B-2 concrete in lieu of the rapid set mortar as follows.

Line Item 370 – Unit Price reduction to \$43.50/SF = \$10,000.00 savings

Line Item 380 – Unit price reduction to \$100.50/SF = \$2,600.00 savings

Total savings for using B-2 concrete = \$12,600.00

Additional Costs in this proposal are as follows:

Mobilize milling crew for 2nd lane removing asphalt wearing surface - \$1,500.00 cost

Mobilize asphalt crew for bridge deck paving, 1 mob per lane @ \$3,500.00 each = \$7,000.00

Total additional costs = \$8,500.00

Net savings to MoDOT = \$12,600.00 - \$8,500.00 = \$4,100.00.